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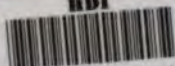
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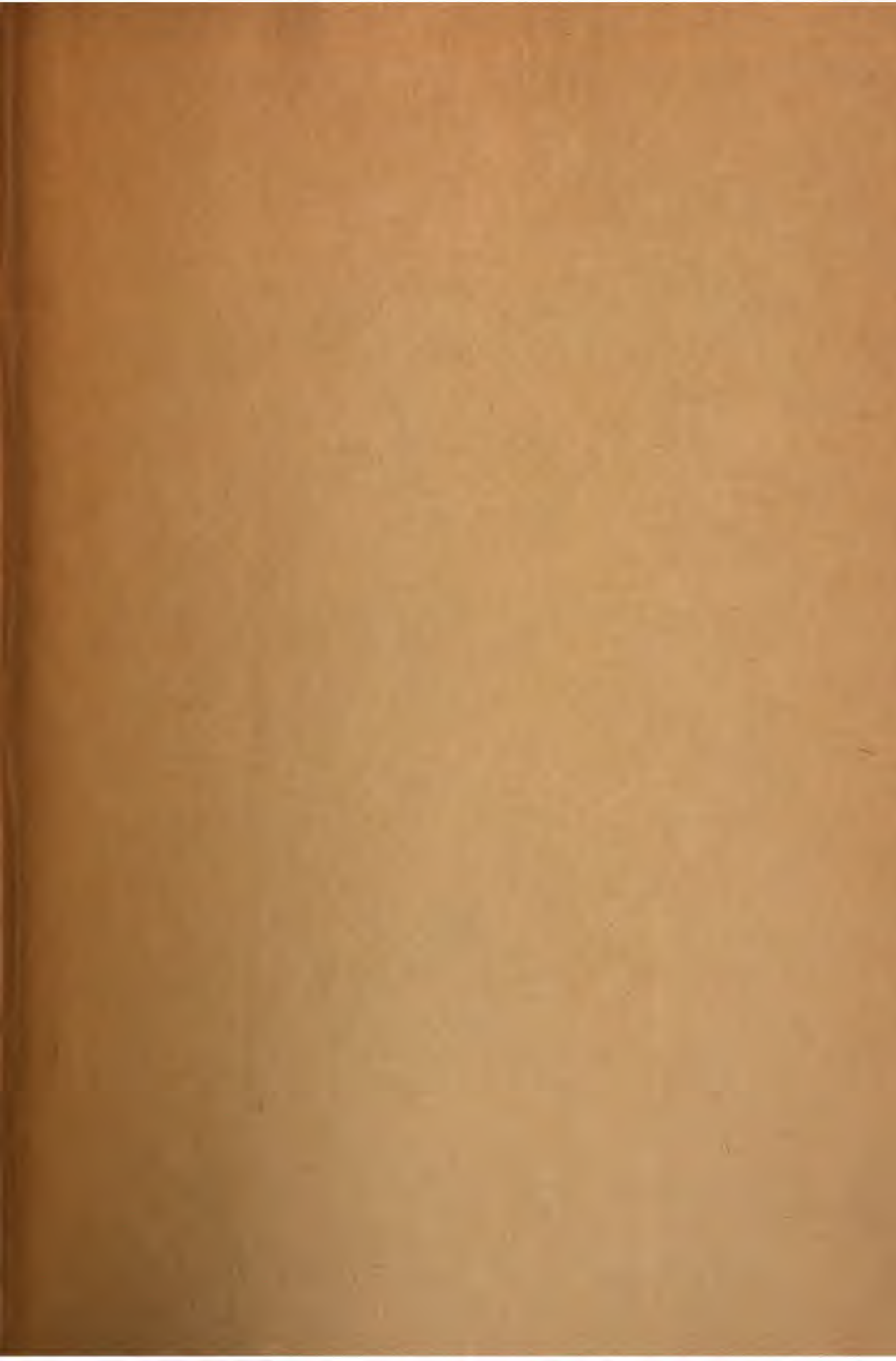
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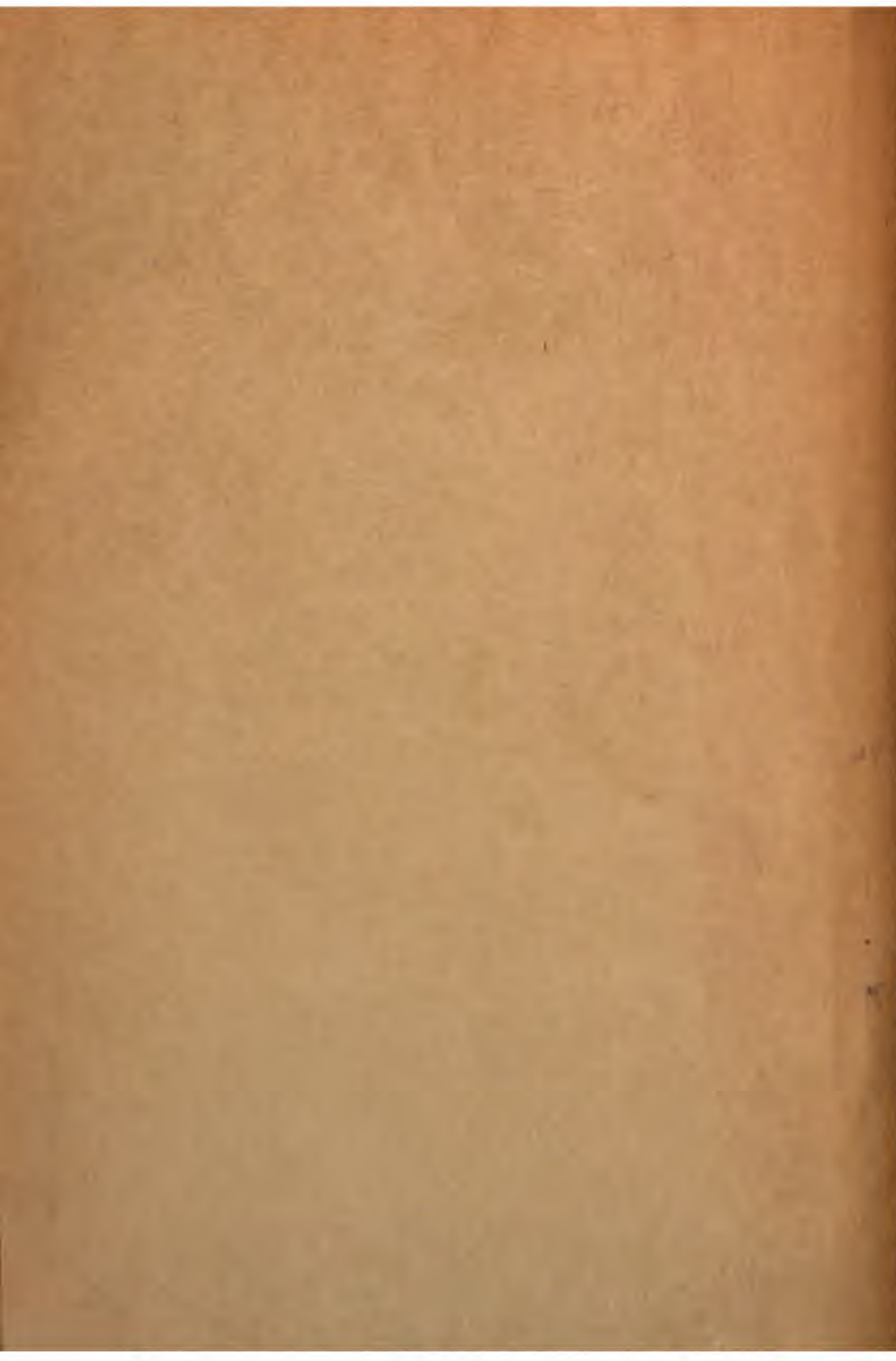
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THIRD BIENNIAL REPORT

OF THE

*Aug 24*

# BOARD OF RAILROAD COMMISSIONERS

OF THE

STATE OF OREGON

TO THE

LEGISLATIVE ASSEMBLY, SEVENTEENTH REGULAR SESSION.

*1891-92*

- 1893.

PUBLISHED BY AUTHORITY.



SALEM, OREGON:

FRANK C. BAKER, STATE PRINTER.

1893.

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# REPORT.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, January 1, 1893. }

*To the Honorable, the Legislative Assembly of the State of Oregon:*

GENTLEMEN: In accordance with the provisions of law, the Board of Railroad Commissioners submits their third biennial report for your consideration. In its second biennial report the Board recommended the passage of an act to compel street car companies to file an annual report, but no action was taken by the legislature, and no attempt has been made to cause a report to be filed.

By reference to the annual reports of the various railroad companies doing business in the State, as set forth in this report, it will be seen that there are nine companies operating railroads as follows:

1. Oregon Short Line, Utah & Northern Railway (lessee of the lines of the Oregon Railway & Navigation Company and its branches).
2. Southern Pacific Company (lessee of the Oregon & California Railroad Company's lines).
3. Oregon & Washington Territory Railroad Company.
4. Oregon Pacific Railroad Company, operating Willamette Valley & Coast Railway.
5. Northern Pacific Railroad Company.
6. Portland & Willamette Valley Railroad Company.
7. Independence & Monmouth Railway Company.
8. Rogue River Valley Railway Company.
9. Astoria & South Coast Railway Company.

In addition to these roads may be added the Coos Bay, Roseburg & Eastern Railway Company, and Sumpter Valley Railway Company, which companies have never made any report of operation to this Board except for the year 1892, which reports show no earnings from operation as yet.

The total railroad mileage in the State of Oregon is 1,483.94 miles, 110 miles being narrow gauge, and the balance standard gauge.

*Passenger and Freight Earnings.*

The mileage owned by the various companies is apportioned as follows:—

<i>Name of Company.</i>	<i>Miles.</i>
Oregon & California (S. P. Co. lessee).....	567.50
Oregon Railway & Navigation (O. S. L. U. & N. lessee).....	547.33
Northern Pacific Railroad.....	28.82
Willamette Valley & Coast (operated by Oregon Pacific Railroad Co).....	141.81
Oregon & Washington Territory Railway Co.....	44.68
Independence & Monmouth Railway Co.....	2.50
Rogue River Valley Railway Co.....	5.50
Astoria & South Coast Railway Co.....	15.60
Coos Bay, Roseburg & Eastern Railroad and Navigation Company.....	10.00
Sumpter Valley Railway Company (N. G.).....	24.00
Portland & Willamette Valley Railway Company (N. G.).....	28.00
Oregonian Railroad Company (west side N. G.).....	58.00
<b>Total</b> .....	<b>1,483.94</b>

The following table will show the gross earnings of all the railroads in Oregon derived from passenger and freight business, stated separately, for a period of four years. These figures are taken from the annual statements which the managers of the several companies file under oath. Some of the results have been reached by a mileage estimate. Until 1891 the companies doing an interstate business refused to separate their earnings or expenses on State lines, leaving it largely to approximation. Since 1891 the division has been made, and the reports for that year and for 1892 show the earnings within the State:—

TABLE

Showing the gross passenger and freight earnings on railroads in Oregon for 1889, 1890, 1891, 1892.

<i>Name of Line.</i>	<i>Total passenger revenue for—</i>			
	1889.	1890.	1891.	1892.
*Oregon Short Line, lessee of Oregon Railway & Nav. Co. \$	509,201	613,765	938,679	\$1,087,260
*Northern Pacific Railroad Company.....	107,833	134,350	259,132	204,909
Oregon & California Railroad Company.....	889,507	1,114,570	1,206,482	1,167,479
Oregon Pacific Railroad Company.....	35,963	54,102	27,776	44,619
Oregonian Railway Company leased line.....	10,778	21,362	1	—
Portland & Willamette Valley Railway Company.....	28,584	27,720	34,604	46,771
Oregonian Railroad Company.....	—	3,528	19,822	16,793
Oregon & Washington Territory Railway Company.....	—	—	5,118	6,032
Independence & Monmouth Railway Company.....	—	—	2,200	3,283
Rogue River Valley Railway Company.....	—	—	1,449	2,591
Astoria & South Coast Railway Company.....	—	—	5,919	—
	<b>\$1,581,866</b>	<b>\$1,969,397</b>	<b>\$2,501,181</b>	<b>\$2,579,737</b>



*Passenger and Freight Earnings.*

TABLE

Showing the gross passenger and freight earnings of railroads in Oregon for 1889, 1890, 1891, 1892.—  
Concluded.

Name of line.	Total freight revenue for—			
	1889.	1890.	1891.	1892.
*Oregon Short Line, lessee of Oregon Railway & Nav. Co.	\$1,795,889	\$1,590,197	\$3,090,764	\$2,357,080
*Northern Pacific Railroad Company.....	145,701.	162,944	199,502	164,842
Oregon & California Railroad Company.....	643,613	728,117	843,387	902,351
†Oregon Pacific Railroad Company.....	92,632	88,686	41,841	72,720
Oregonian Railway Company leased line.....	43,992	47,342		
Portland & Willamette Valley Railway Company.....	62,429	65,535	64,506	66,481
Oregonian Railroad Company.....		5,862	47,174	31,950
Oregon & Washington Territory Railway Company.....			48,725	46,847
Independence & Monmouth Railway Company.....			?	170
Rogue River Valley Railway Company.....			310	629
Astoria & South Coast Railway Company.....			1,881	
	\$2,784,256	\$2,686,683	\$4,338,089	\$3,643,070

\* The freight and passenger revenue for every other year but 1891-92 is calculated by mileage estimate on these two roads.

† The report for 1891 only covers from October 29, 1890, to June 30, 1891.

‡ Bought by Oregon & California Railroad

§ No freight earnings reported.

It will be seen from the foregoing table that the revenues from passenger and freight business have increased from year to year for the four years covered except that the year ending June 30, 1891, shows a greater freight earning than for any other year in the table, which is largely accounted for by increased earnings on the Oregon Short Line. The business of this company has never been separated from its steamer traffic in the annual statements made to the Board, and the company claims it is impossible to keep the accounts separate. It is also apparent from the statement filed that the steamer business is carried on at the expense of the railroad earnings of the company.

The following table will show the number of passengers carried and the number of tons of freight hauled earning revenue on the several roads for the preceding four years. It will be seen that there has been a gradual but marked increase every year in both branches of the service except that for the year ending June 30, 1891, a better showing in both freight and passenger traffic is made than any other year in the table:—

*Passengers and Freight Carried.*

TABLE

Showing the number of passengers carried, also the number of tons of freight hauled for the years 1889 to 1892, inclusive.

Name of line.	Number passengers carried earning revenue.				Number of tons hauled earning revenue.			
	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.
Oregon Short Line, Utah & Northern, lessee of O. R. N. Co.'s lines.	277,545	271,285	221,610	285,400	385,796	669,952	836,602	698,818
Northern Pacific Railroad	1,606,497	2,214,704	3,112,122	2,724,840	2,794,128	3,569,969	4,388,819	3,936,977
Oregon & California Railroad Company, Southern Pacific Company, lessee.	476,434	542,065	538,462	577,921	220,521	300,279	357,352	398,775
Oregon Pacific Railroad Company	36,980	53,829	* 26,778	48,726	82,587	77,854	* 24,679	43,436
Portland & Willamette Valley Railroad	114,431	137,340	166,228	192,062	61,851	97,962	91,187	83,333
Oregonian Railroad Company	-----	-----	37,454	25,705	-----	-----	40,729	46,094
Oregon & Washington Territory Railroad Company	-----	4,546	4,546	4,058	-----	-----	50,232	48,348
Independence & Monmouth Railway Company	-----	-----	47,031	65,669	-----	-----	-----	-----
† Rogue River Valley Railway Company	-----	-----	7,834	17,006	-----	-----	-----	-----
Astoria & South Coast Railway Company	-----	-----	12,919	-----	-----	-----	-----	-----
Total	2,611,887	3,219,231	4,174,474	3,921,380	3,494,823	4,716,016	5,789,598	5,250,480

\* This only covers eight months' business, no report being made for the first four months, owing to road going into hands of a receiver.  
 † Rogue River Valley Railway only organized and operation commenced since February 4, 1891.

*Earnings and Operating Expenses.*

The following table, showing the gross earnings, operating expense, and net earnings of the several railroads for the years 1891 and 1892, shows that last year was a more prosperous one for railroads than the present—that while their operating expenses were larger in 1891, their net earnings were correspondingly larger:—

TABLE

Showing the gross earnings, operating expenses, and net earnings of railroads in the State of Oregon for 1891 and 1892.

Name of line.	1891.	1891.	1891.
	Gross earnings.	Operating expenses.	Net earnings.
Oregon Short Line & Utah Northern Railway Company.....	\$ 4,293,029	\$ 2,821,114	\$ 1,391,915
Northern Pacific Railroad Company.....	483,541	336,019	147,522
Oregon & California Railroad Company.....	2,085,083	1,679,281	405,801
*Oregon Pacific Railroad Company.....	69,617	124,544	Deficit.
Portland & Willamette Valley Railway Company.....	99,979	76,520	23,459
†Oregonian Railroad Company.....	23,011	32,173	
‡Oregon & Washington Territory Railway Company.....	53,844	36,836	17,008
§Independence & Monmouth Railway Company.....	2,200		
Rogue River Valley Railway Company.....	1,760	4,168	Deficit.
Astoria & South Coast Railway Company.....	7,801	2,217	5,584
Total.....	\$ 7,029,865	\$ 5,112,872	\$ 1,981,289

TABLE

Showing the gross earnings, operating expenses, and net earnings of railroads in the State of Oregon for 1891 and 1892.—Concluded.

Name of line.	1892.	1892.	1892.
	Gross earnings.	Operating expenses.	Net earnings.
Oregon Short Line & Utah Northern Railway Company.....	\$ 3,534,297	\$ 2,580,579	\$ 953,718
Northern Pacific Railroad Company.....	390,070	411,818	Deficit.
Oregon & California Railroad Company.....	2,098,522	1,687,917	410,604
*Oregon Pacific Railroad Company.....	117,339	197,804	Deficit.
Portland & Willamette Valley Railway Company.....	115,031	92,955	22,076
†Oregonian Railroad Company.....	53,310	60,202	Deficit.
‡Oregon & Washington Territory Railway Company.....	52,880	24,528	28,352
§Independence & Monmouth Railway Company.....	3,453		
Rogue River Valley Railway Company.....	3,221	5,048	Deficit.
Astoria & South Coast Railway Company.....			
Total.....	\$ 3,321,380	\$ 5,060,851	\$ 1,414,750

\* The report for 1891 only covers the period from October 29 to June 30, 1891.

† This report only cover six months of 1891.

‡ Operating expenses not reported.

*Comparative Rates.*

## COMPARATIVE RATES.

On September 6, 1892, the Governor sent the following communication to the Board:—

STATE OF OREGON,  
EXECUTIVE OFFICE,  
SALEM, September 6, 1892. }

*Hons. G. W. Colvig, Robert Clow, and A. N. Hamilton, Railroad Commissioners, Salem, Oregon—*

GENTLEMEN: Allow me to respectfully suggest that in your next report you make a comparative statement of the freight rates of the Union Pacific, Southern Pacific, and Iowa roads, as regulated by law, for the benefit of the members of the next legislature.

Very respectfully,

SYLVESTER PENNOYER,  
Governor.

In compliance with the Governor's request, and in pursuance of the interest of the people of Oregon in making such a report of the railroad business of this State as shall throw all possible light on the subject of transportation, the Board has prepared and submitted the following statements and tables:—

TABLE A.

Comparative table of rates in use on roads named on merchandise in classes as shown by rate sheets of 1891.

Distance.	Southern Pacific Co., cents per 100 lbs.— Classes.			Union Pacific Co., cents per 100 lbs.— Classes.			Rates of all roads in Illinois of class A, cents per 100 lbs.— Classes.			Maximum rates of class A roads in Iowa, cents per 100 lbs.— Classes.		
	1	2	3	1	2	3	1	2	3	1	2	3
5	12	10	8	14	12	9	13.16	11.28	9.40	14	11.9	9.34
10	15	13	11	14	12	9	15.04	13.16	11.28	14.8	12.58	10.1
15	18	15	13	16	14	11	16.92	15.04	13.16	15.0	13.26	10.4
20	18	15	13	20	18	14	18.80	16.92	14.10	16.4	14.96	10.94
30	20	16	14	25	22	17	21.66	19.74	15.98	17.6	15.98	11.73
40	24	19	15	27	25	21	26.32	21.62	17.86	18.8	17	12.5
50	25	20	15	40	35	27	29.14	25.50	19.74	20	17.68	13.34
60	25	21	16	45	43	33	31.02	25.38	21.62	20.8	18.36	13.87
70	26	22	17	45	43	37	32.90	27.26	23.03	21.6	19.04	14.4
80	28	24	19	45	45	42	34.78	29.14	23.78	22.4	19.72	14.94
90	30	26	20	45	45	43	36.66	30.08	24.34	23.2	20.4	15.47
100	31	26	21	50	49	46	38.54	31.02	24.90	24	21.38	16
110	37	30	25	50	49	48	40.42	31.96	25.47	25.6	22.36	16.7
120	51	44	38	50	49	48	42.30	32.90	26.03	27.2	23.34	17.4
130	59	51	45	65	65	59	45.24	33.84	26.60	28.8	24.32	18.1
140	69	60	53	65	65	67	44.18	34.78	27.16	30.4	25.3	18.8
150	79	69	60	75	75	67	45.12	35.72	27.72	32	26.28	19.5
160	79	70	61	75	75	73	46.04	33.47	28.29	33.6	27.26	20.2

*Comparative Rates.*

TABLE A.—CONTINUED.

Comparative table of rates in use on roads named on merchandise in classes as shown by rate sheets of 1891.

Distance.	Southern Pacific Co., cents per 100 lbs.— Classes.			Union Pacific Co., cents per 100 lbs.— Classes.			Rules of all roads in Illinois of class A, cents per 100 lbs.— Classes.			Maximum rates of class A roads in Iowa, cents per 100 lbs.— Classes.		
	1	2	3	1	2	3	1	2	3	1	2	3
170	79	72	68	90	90	76	46.81	37.22	28.85	35.2	28.24	20.9
180	79	72	63	90	90	80	47.56	37.97	29.42	36.8	29.22	21.6
190	79	74	65	110	110	91	48.32	38.72	29.98	38.4	30.2	22.3
200	83	77	68	110	110	91	48.88	39.48	30.54	40	32.16	23
220	94	87	76	110	110	100	50.19	40.60	31.49	43.2	34.12	24.4
240	113	100	87	115	115	100	51.51	41.73	32.43	46.4	38.4	25.8
280	129	119	108	140	130	125	54.14	43.99	34.31	52.8	40	28.6
300	139	128	113	150	150	135	55.46	45.12	35.25	56	41.5	30
350	156	145	133	180	174	148	58.28	47.94	38.07	58.5	42.5	32.5

TABLE A.—CONCLUDED.

Distance.	Maximum rates of State of Iowa on carloads, cents per 100 lbs.— Classes.			Southern Pacific Co., carload lots, cents per 100 lbs.—Classes.			Union Pacific Co., carload lots, cents per 100 lbs.—Classes.			Illinois roads, carload lots, cents per 100 lbs.—Classes.		
	A	B	C	A	B	C	A	B	C	A	B	C
5	5	4.9	4.2	10	8	6	8	6	5	4.70	4.23	3.76
10	5.3	5.18	4.44	12	10	8	8	6	5	5.64	5.17	4.23
15	5.6	5.46	4.68	12	10	8	10	7	5	6.58	6.11	4.70
20	5.8	5.74	4.92	13	11	9	12	9	6	7.05	6.58	5.17
30	6.2	6.16	5.28	13	12	9	15	11	7	7.99	7.52	6.02
40	6.6	6.58	5.64	15	14	9	18	14	7	8.93	8.46	6.58
50	7.05	7	6	15	14	10	24	18	8	9.64	9.40	6.96
60	7.4	7.28	6.24	16	15	10	30	22	10	10.58	9.87	7.33
70	7.8	7.56	6.48	18	16	11	33	24	11	11.05	10.34	7.71
80	8.2	7.84	6.72	19	18	13	36	29	13	11.51	10.72	8.08
90	8.6	8.12	6.96	21	19	15	37	30	14	11.98	11.09	8.46
100	9	8.4	7.2	23	19	17	40	34	15	12.45	11.47	8.84
110	9.7	8.86	7.6	25	22	19	44	36	17	12.93	11.84	9.21
120	10.4	9.32	8	32	25	20	45	38	19	13.35	12.22	9.59
130	11.1	9.78	8.4	35	28	21	51	39	19	13.72	12.60	9.96
140	11.8	10.24	8.8	38	30	22	53	40	21	14.10	12.88	10.34
150	12.5	10.7	9.2	40	30	23	57	42	23	14.48	13.16	10.62
160	13.18	11.16	9.58	40	30	24	61	46	24	14.76	13.35	10.90
170	13.86	11.62	9.96	40	30	26	63	48	24	15.04	13.54	11.19
180	14.54	12.08	10.34	40	30	26	65	51	26	15.37	13.72	11.42
190	15.22	12.45	10.72	40	30	28	72	57	29	15.65	13.91	11.70
200	15.9	13	11.1	43	32	28	72	57	29	15.98	14.10	12.03
220	17.22	13.9	11.88	50	40	29	81	62	32	16.36	14.48	12.41
240	18.54	14.8	12.66	57	40	30	88	67	34	16.73	14.85	12.78
280	21.18	16.6	14.22	69	48	32	102	76	40	17.48	15.60	13.54
300	22.5	17.5	15	80	55	33	108	81	43	17.86	15.98	13.91
350	25	20	17.5	95	72	34	110	85	49	19.27	17.39	14.76

Table B shows the rates of the Oregon Railroad Commission for use on the Southern Pacific Company's lines, also the rates now in use by said Company; the Union Pacific's former and revised rates; also the maximum rates in force in the States of Iowa and Illinois on wheat, cattle, and lumber, giving the mileage and rate on each for distances named:—

## Comparative Rates.

TABLE B.

Comparative table showing prevailing rates of 1891 on wheat, cattle, and soft lumber in earloads.

Distance in miles.	Oregon Railway Commission rates for S. P. Co.			Southern Pacific Co. rates.			Union Pacific former rates.			Union Pacific commission revised rates.			Maximum rates State of Iowa.			Maximum rates State of Illinois.			
	Wheat—cents per 100 lbs.	Cattle—dollars per car.	Lumber—cents per 100 lbs.	Wheat—cents per 100 lbs.	Cattle—dollars per car.	Lumber—cents per 100 lbs.	Wheat—cents per 100 lbs.	Cattle—dollars per car.	Lumber—cents per 100 lbs.	Wheat—cents per 100 lbs.	Cattle—dollars per car.	Lumber—cents per 100 lbs.	Wheat—cents per 100 lbs.	Cattle—dollars per car.	Lumber—cents per 100 lbs.	Wheat—cents per 100 lbs.	Cattle—dollars per car.	Lumber—cents per 100 lbs.	
5.	4.00	\$ 8.00	3.00	4.00	8.00	4.00	5.00	12.00	8.00	5.00	9.00	5.00	4.50	9.75	3.5	4.5	\$15.00	00	3.60
10.	5.40	10.00	3.00	5.40	10.00	4.40	7.00	12.00	8.00	5.00	10.50	5.00	4.7	11.25	2.6	4.45	10.50	00	4.05
15.	6.80	11.00	3.00	6.80	11.00	4.40	9.00	13.00	12.00	5.00	11.50	5.00	5.1	12.00	3.8	4.86	12.00	00	4.50
20.	8.20	12.00	3.00	8.20	12.00	5.00	11.00	14.00	15.00	8.5	13.00	5.00	5.5	13.50	4.3	5.14	13.40	00	4.80
25.	9.60	13.00	3.00	9.60	13.00	6.00	13.00	15.00	21.00	10.5	14.50	5.00	6.0	15.00	4.6	5.67	13.40	00	5.40
30.	11.00	14.00	3.00	11.00	14.00	7.00	15.00	16.00	21.00	10.5	16.50	5.00	6.3	16.50	4.9	6.24	15.40	00	5.80
35.	12.40	15.00	3.00	12.40	15.00	8.00	16.00	17.00	21.00	10.5	18.50	5.00	6.7	18.50	5.18	6.76	16.20	00	6.20
40.	13.80	16.00	3.00	13.80	16.00	9.00	17.00	18.00	21.00	10.5	20.50	5.00	7.1	20.50	5.46	7.29	17.00	00	7.00
45.	15.20	17.00	3.00	15.20	17.00	10.00	18.00	19.00	21.00	10.5	22.50	5.00	7.5	22.50	5.74	7.86	17.00	00	7.80
50.	16.60	18.00	3.00	16.60	18.00	11.00	19.00	20.00	21.00	10.5	24.50	5.00	7.9	24.50	6.02	8.59	19.00	00	8.30
55.	18.00	19.00	3.00	18.00	19.00	12.00	20.00	21.00	21.00	10.5	26.50	5.00	8.1	26.50	6.31	8.91	19.40	00	8.68
60.	19.40	20.00	3.00	19.40	20.00	13.00	21.00	22.00	21.00	10.5	28.50	5.00	8.4	28.50	6.52	9.20	20.00	00	8.95
65.	20.80	21.00	3.00	20.80	21.00	14.00	22.00	23.00	21.00	10.5	30.50	5.00	8.6	30.50	6.74	9.43	20.40	00	9.22
70.	22.20	22.00	3.00	22.20	22.00	15.00	23.00	24.00	21.00	10.5	32.50	5.00	8.9	32.50	6.96	9.72	20.00	00	9.50
75.	23.60	23.00	3.00	23.60	23.00	16.00	24.00	25.00	21.00	10.5	34.50	5.00	9.2	34.50	7.18	9.96	20.00	00	9.76
80.	25.00	24.00	3.00	25.00	24.00	17.00	25.00	26.00	21.00	10.5	36.50	5.00	9.5	36.50	7.40	10.24	22.00	00	10.00
85.	26.40	25.00	3.00	26.40	25.00	18.00	26.00	27.00	21.00	10.5	38.50	5.00	9.7	38.50	7.61	10.53	22.00	00	10.26
90.	27.80	26.00	3.00	27.80	26.00	19.00	27.00	28.00	21.00	10.5	40.50	5.00	9.9	40.50	7.83	10.89	23.00	00	10.53
95.	29.20	27.00	3.00	29.20	27.00	20.00	28.00	29.00	21.00	10.5	42.50	5.00	10.2	42.50	8.04	11.18	23.00	00	10.83
100.	30.60	28.00	3.00	30.60	28.00	21.00	29.00	30.00	21.00	10.5	44.50	5.00	10.4	44.50	8.26	11.54	25.20	00	10.71
105.	32.00	29.00	3.00	32.00	29.00	22.00	30.00	31.00	21.00	10.5	46.50	5.00	10.8	46.50	8.47	11.94	25.20	00	11.34
110.	33.40	30.00	3.00	33.40	30.00	23.00	31.00	32.00	21.00	10.5	48.50	5.00	11.3	48.50	8.68	12.31	28.20	00	11.70
115.	34.80	31.00	3.00	34.80	31.00	24.00	32.00	33.00	21.00	10.5	50.50	5.00	11.8	50.50	8.89	12.66	29.40	00	12.42
120.	36.20	32.00	3.00	36.20	32.00	25.00	33.00	34.00	21.00	10.5	52.50	5.00	12.3	52.50	9.10	13.03	30.00	00	12.60
125.	37.60	33.00	3.00	37.60	33.00	26.00	34.00	35.00	21.00	10.5	54.50	5.00	12.8	54.50	9.31	13.40	30.00	00	12.87
130.	39.00	34.00	3.00	39.00	34.00	27.00	35.00	36.00	21.00	10.5	56.50	5.00	13.3	56.50	9.52	13.77	30.00	00	13.14
135.	40.40	35.00	3.00	40.40	35.00	28.00	36.00	37.00	21.00	10.5	58.50	5.00	13.8	58.50	9.73	14.14	30.00	00	13.41
140.	41.80	36.00	3.00	41.80	36.00	29.00	37.00	38.00	21.00	10.5	60.50	5.00	14.3	60.50	9.94	14.51	30.00	00	13.68
145.	43.20	37.00	3.00	43.20	37.00	30.00	38.00	39.00	21.00	10.5	62.50	5.00	14.8	62.50	10.15	14.88	30.00	00	13.95
150.	44.60	38.00	3.00	44.60	38.00	31.00	39.00	40.00	21.00	10.5	64.50	5.00	15.3	64.50	10.36	15.25	30.00	00	14.22
155.	46.00	39.00	3.00	46.00	39.00	32.00	40.00	41.00	21.00	10.5	66.50	5.00	15.8	66.50	10.57	15.62	30.00	00	14.49
160.	47.40	40.00	3.00	47.40	40.00	33.00	41.00	42.00	21.00	10.5	68.50	5.00	16.3	68.50	10.78	16.00	30.00	00	14.76
165.	48.80	41.00	3.00	48.80	41.00	34.00	42.00	43.00	21.00	10.5	70.50	5.00	16.8	70.50	10.99	16.37	30.00	00	15.03
170.	50.20	42.00	3.00	50.20	42.00	35.00	43.00	44.00	21.00	10.5	72.50	5.00	17.3	72.50	11.20	16.74	30.00	00	15.30
175.	51.60	43.00	3.00	51.60	43.00	36.00	44.00	45.00	21.00	10.5	74.50	5.00	17.8	74.50	11.41	17.11	30.00	00	15.57
180.	53.00	44.00	3.00	53.00	44.00	37.00	45.00	46.00	21.00	10.5	76.50	5.00	18.3	76.50	11.62	17.48	30.00	00	15.84
185.	54.40	45.00	3.00	54.40	45.00	38.00	46.00	47.00	21.00	10.5	78.50	5.00	18.8	78.50	11.83	17.85	30.00	00	16.11
190.	55.80	46.00	3.00	55.80	46.00	39.00	47.00	48.00	21.00	10.5	80.50	5.00	19.3	80.50	12.04	18.22	30.00	00	16.38
195.	57.20	47.00	3.00	57.20	47.00	40.00	48.00	49.00	21.00	10.5	82.50	5.00	19.8	82.50	12.25	18.59	30.00	00	16.65
200.	58.60	48.00	3.00	58.60	48.00	41.00	49.00	50.00	21.00	10.5	84.50	5.00	20.3	84.50	12.46	18.96	30.00	00	16.92
205.	60.00	49.00	3.00	60.00	49.00	42.00	50.00	51.00	21.00	10.5	86.50	5.00	20.8	86.50	12.67	19.33	30.00	00	17.19
210.	61.40	50.00	3.00	61.40	50.00	43.00	51.00	52.00	21.00	10.5	88.50	5.00	21.3	88.50	12.88	19.70	30.00	00	17.46
215.	62.80	51.00	3.00	62.80	51.00	44.00	52.00	53.00	21.00	10.5	90.50	5.00	21.8	90.50	13.09	20.07	30.00	00	17.73
220.	64.20	52.00	3.00	64.20	52.00	45.00	53.00	54.00	21.00	10.5	92.50	5.00	22.3	92.50	13.30	20.44	30.00	00	18.00
225.	65.60	53.00	3.00	65.60	53.00	46.00	54.00	55.00	21.00	10.5	94.50	5.00	22.8	94.50	13.51	20.81	30.00	00	18.27
230.	67.00	54.00	3.00	67.00	54.00	47.00	55.00	56.00	21.00	10.5	96.50	5.00	23.3	96.50	13.72	21.18	30.00	00	18.54
235.	68.40	55.00	3.00	68.40	55.00	48.00	56.00	57.00	21.00	10.5	98.50	5.00	23.8	98.50	13.93	21.55	30.00	00	18.81
240.	69.80	56.00	3.00	69.80	56.00	49.00	57.00	58.00	21.00	10.5	100.50	5.00	24.3	100.50	14.14	21.92	30.00	00	19.08
245.	71.20	57.00	3.00	71.20	57.00	50.00	58.00	59.00	21.00	10.5	102.50	5.00	24.8	102.50	14.35	22.29	30.00	00	19.35
250.	72.60	58.00	3.00	72.60	58.00	51.00	59.00	60.00	21.00	10.5	104.50	5.00	25.3	104.50	14.56	22.66	30.00	00	19.62
255.	74.00	59.00	3.00	74.00	59.00	52.00	60.00	61.00	21.00	10.5	106.50	5.00	25.8	106.50	14.77	23.03	30.00	00	19.89
260.	75.40	60.00	3.00	75.40	60.00	53.00	61.00	62.00	21.00	10.5	108.50	5.00	26.3	108.50	14.98	23.40	30.00	00	20.16
265.	76.80	61.00	3.00	76.80	61.00	54.00	62.00	63.00	21.00	10.5	110.50	5.00	26.8	110.50	15.19	23.77	30.00	00	20.43
270.	78.20	62.00	3.00	78.20	62.00	55.00	63.00	64.00	21.00	10.5	112.50	5.00	27.3	112.50	15.40	24.14	30.00	00	20.70
275.	79.60	63.00	3.00	79.60	63.00	56.00	64.00	65.00	21.00	10.5	114.50	5.00	27.8	114.50	15.61	24.51	30.00	00	20.97
280.	81.00	64.00	3.00	81.00	64.00	57.00	65.00	66.00	21.00	10.5	116.50	5.00	28.3	116.50	15.82	24.88	30.00	00	21.24
285.	82.40	65.00	3.00	82.40	65.00	58.00	66.00	67.00	21.00	10.5	118.50	5.00	28.8	118.50	16.03	25.25	30.00	00	21.51
290.	83.80	66.00	3.00	83.80	66.00	59.00	67.00	68.00	21.00	10.5	120.50	5.00	29.3	120.50	16.24	25.62	30.00	00	21.78
295.	85.20	67.00	3.00	85.20	67.00	60.00	68.00												

*Comparative Rates.*

The Iowa act classifies all roads in the State into three classes according to their gross earnings per mile. Those whose gross annual earnings per mile exceed \$4,000 are denominated as class A, and take the rate prescribed in the preceding statement; those whose earnings are \$3,000 and less than \$4,000 as class B and charge 15% more than the rates named in the schedule; those whose earnings shall be less than \$3,000 per mile are put in class C and are permitted to charge 30% more than the schedule. A general passenger rate of three cents per mile is fixed by law in the State.

The following is the order of classification of roads in Iowa:—

CLASS A.—Chicago & Northwestern; Chicago, Burlington & Quincy; Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific; Chicago, St. Paul & Kansas City; Chicago, St. Paul, Minneapolis & Omaha; Chicago, Santa Fé & California; Omaha & St. Louis; Sioux City & Pacific; Toledo, Peoria & Western; Union Pacific; Wabash.

CLASS B.—Burlington, Cedar Rapids & Northern; Des Moines & Northern; Dubuque & Sioux City; Iowa Central; Kansas City, St. Joseph & Council Bluffs; Sioux City & Northern.

CLASS C.—Albia & Centerville; Burlington & Northwestern; Burlington & Western; Chicago, Burlington & Kansas City; Chicago, Burlington & Northern; Chicago, Ft. Madison & Des Moines; Chicago, Iowa & Dakota; Crooked Creek Railroad & Coal Company; Des Moines & Kansas City; Des Moines & Northwestern; Humeston & Shenandoah; Iowa Northern; Keokuk & Western; Mason City & Ft. Dodge; Minneapolis & St. Louis; St. Louis, Keokuk & Northwestern; Tabor & Northern.

The following are Class A roads, and are authorized to charge the maximum rates named in the foregoing tables, for the State of Illinois: Atchison, Topeka & Santa Fé; Baltimore & Ohio; Belt Railway of Chicago; Chicago & Alton; Chicago & Calumet Terminal; Chicago & Eastern Illinois; Chicago & Erie; Chicago & Grand Trunk; Chicago & Illinois Southern; Chicago & Iowa; Chicago & Northern Pacific; Chicago & North-Western; Chicago & Western Indiana; Chicago, Burlington & Northern; Chicago, Burlington & Quincy; Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific; Chicago, St. Paul & Kansas City; Cleveland, Cincinnati, Chicago & St. Louis; Lake Erie & Western; Lake Shore & Michigan Southern; Louisville & Nashville; Louisville, New Albany & Chicago; Michigan Central; New York, Chicago & St. Louis; New York, Lake Erie & Western; Northern Pacific; Pennsylvania Company; Peoria & Pekin Union; Pittsburgh, Cincinnati, Chicago & St. Louis; Pittsburgh, Fort Wayne & Chicago; Rock Island &



*Comparative Rates.*

Peoria; Terminal Railroad Association of St. Louis; Terre Haute & Indianapolis; Western; Wabash, and Wisconsin Central.

Table C shows the gross and net earnings, cost and mileage of all roads operated in Oregon, Iowa and Illinois for the year 1890:—

TABLE C.

Showing comparatively gross and net earnings, cost per mile, total cost, and mileage operated in the States of Oregon, Iowa, and Illinois, for the year 1890.

	Gross earnings.	Net earnings.	Cost per mile.	Total cost.	Miles in State.
Railroads in Oregon.....	\$ 4,582,821	\$ 1,599,723	\$ 67,504	\$ 87,756,000	1,300
Railroads in Iowa.....	41,318,133	14,021,849	32,339	258,465,788	8,412
Railroads in Illinois.....	63,490,253	22,734,631	53,757	1,769,620,864	10,163

The cost per mile and the total cost is the capital stock and funded debt added together, which method is employed by railroad managers in stating the cost of a road.

The following comparative table will show the mileage, capital stock, funded debt, rate of interest, gross and net earnings from operation of Oregon roads, and some of the roads in Iowa and Illinois:—

TABLE D.

OREGON & CALIFORNIA RAILROAD COMPANY, 1890.

Miles operated.....	474
Capital stock.....	\$ 19,000,000 00
Funded debt.....	14,245,000 00
Average rate of interest.....	5½%
Passenger earnings.....	1,114,570 56
Freight earnings.....	728,117 12
Gross earnings.....	\$ 1,842,687 67
Taxes paid.....	\$ 53,808 60
Operating expenses.....	1,243,519 33
Net earnings from operation.....	\$ 545,359 74

TABLE E.

OREGON RAILWAY & NAVIGATION COMPANY, OREGON SHORT LINE & UTAH NORTHERN RAILWAY COMPANY, LESSEE, 1890.

Miles operated in Oregon.....	514
Capital stock apportioned to mileage.....	\$ 12,000,000 00
Funded debt apportioned to mileage.....	10,558,000 00
Average rate of interest paid.....	5½%
Passenger earnings apportioned to mileage.....	613,765 59
Freight earnings apportioned to mileage.....	1,590,197 22
Other earnings from operation in Oregon.....	14,710 68
Total gross earnings from operation in Oregon.....	\$ 2,218,673 44
Operating expenses apportioned.....	\$ 1,577,522 12
Taxes paid in Oregon.....	44,382 17
Net earnings from operation in Oregon.....	\$ 596,769 15

*Comparative Rates.*

TABLE F.

CHICAGO, ST. PAUL &amp; KANSAS CITY, 1890.

Miles in Iowa.....		476
Capital stock.....	\$	14,892,000 00
Funded debt.....		15,397,480 00
Average rate of interest.....		5 1/2
Passenger earnings.....	\$	484,142 48
Freight earnings.....		1,477,175 44
Gross earnings.....	\$	1,961,317 92
Taxes.....	\$	34,710 77
Operating expenses.....		1,342,688 58
Net earnings from operation.....	\$	579,923 57

This road is a class C corporation, and charged 30% more than the maximum rate in the preceding tables of rates.

TABLE G.

DUBUQUE &amp; SIOUX CITY RAILWAY, 1890.

Miles in Iowa.....		573
Capital stock.....	\$	9,183,800 00
Funded debt.....		10,025,150 00
Rate of interest paid.....		6
Passenger earnings.....	\$	628,886 34
Freight earnings.....		1,349,718 47
Gross earnings.....	\$	1,978,554 81
Taxes paid.....	\$	77,496 62
Operating expenses.....		1,476,264 35
Net earnings from operation.....	\$	424,794 84

This is a class B road, and takes a 15% higher rate than the maximum rates named in the preceding tables.

TABLE H.

OHIO &amp; MISSISSIPPI RAILWAY, 1890.

Miles in Illinois.....		375
Capital stock.....	\$	14,362,500 00
Funded debt.....		9,375,000 00
Gross earnings.....		2,059,442 00
Operating expenses.....		1,345,562 00
Net earnings.....	\$	713,880 00

TABLE I.

CHICAGO &amp; NORTHWESTERN, 1890.

Miles in Illinois.....		594
Capital stock apportioned to mileage.....	\$	9,252,250 00
Funded debt apportioned to mileage.....		14,696,500 00
Gross earnings from operations in Illinois.....		3,784,023 00
Operating expenses in Illinois.....		2,352,616 00
Net earnings.....	\$	1,431,407 00

*Comparative Rates.*

TABLE J.

CHICAGO &amp; ALTON, 1890.

Miles in Illinois.....	58½
Capital stock apportioned to mileage.....	\$ 18,784,816 00
Funded debt apportioned to mileage.....	11,061,922 00
Gross earnings from operation in Illinois.....	5,712,774 00
Taxes and operating expenses in Illinois.....	3,523,419 00
Net earnings.....	\$ 2,189,355 00

TABLE K.

Showing the percentage of operating expenses to earnings on railroads in the States of Oregon, Illinois, and Iowa for 1890.

Oregon roads—	
Oregon & California, Southern Pacific Company lessee.....	65.78%
Oregon Short Line, Utah & Northern, Union Pacific Company lessee.....	71.10%
Northern Pacific Railroad.....	57.89%
Illinois roads—	
Atchison, Topeka & Santa Fé.....	71.32%
Baltimore & Ohio.....	82.73%
Chicago & Grand Trunk.....	66.35%
Illinois Central.....	59.06%
Iowa roads—	
Chicago, Milwaukee & St. Paul.....	61.99%
Chicago, Burlington & Quincy.....	61.03%
Chicago, Rock Island & Pacific.....	67.00%
Iowa Central.....	73.22%

TABLE L.

Showing freight and passenger business for Oregon and Iowa roads comparatively, 1890.

Name of carrier.	No. of passengers carried earning revenue.	Pas'senger earnings per mile of road.	No. of tons of freight carried earning revenue.	Freight earnings per mile of road.
Chicago, St. Paul & Kansas City Railway Co.....	339,635	\$ 1,281 33	1,089,033	\$ 3,606 58
Dubuque & Sioux City Railway Co.....	523,926	1,096 98	812,629	2,300 40
Union Pacific Railroad Co., and Oregon Short Line & Utah Northern Railway Co., lessees of the Oregon Railway & Navigation Co.....	271,295	1,193 16	669,952	3,091 36
Southern Pacific Co., lessee Oregon & California Railroad Co.....	542,036	1,957 60	300,279	1,533 72

TABLE L.—CONCLUDED.

Name of carrier.	Average amt't received from each passenger.	Average distance carried each passenger—miles.	Average amt't received for each ton of freight.	Average distance carried each ton of freight—miles.
Chicago, St. Paul & Kansas City Railway Co.....	\$ .69½	34	\$ 2 06	285
Dubuque & Sioux City Railway Co.....	.99	41	1 62	154
Union Pacific Railroad Co., and Oregon Short Line & Utah Northern Railway Co., lessees of the Oregon Railway & Navigation Co.....	3 75	133	4 74	241
Southern Pacific Co., lessee Oregon & California Railroad Co.....	1 71	61	2 42	84

*Maximum Rate Law.*

## MAXIMUM RATE LAW.

On July 13, 1892, the Governor transmitted the following communication to the Board on the subject of a maximum rate act:—

STATE OF OREGON,  
EXECUTIVE OFFICE,  
SALEM, July 13, 1892. }

*Messrs. G. W. Colvig, Robert Clow, and A. N. Hamilton, Railroad Commissioners, Salem, Oregon—*

GENTLEMEN: The supreme court of the United States, in the case of *Budd v. New York*, 143 U. S. 517, having recently reaffirmed the doctrine that "it is within the power of the legislature to declare what should be a reasonable compensation for the services of persons exercising a public employment and to fix a maximum beyond which any charge would be unreasonable," while at the same time it has not receded from its position in the *Minnesota Case*, 134 U. S. 418, that the reasonableness of the rates fixed by a railroad commission can be inquired into by the courts, necessarily imposes upon you, in order to procure the definite establishment of just rates, free from judicial interference, the grave necessity of reporting to the next legislature a maximum rate bill for enactment. Your investigation of such matters will enable you to prepare such a bill, and the six months intervening before the legislative session will give you ample time and ought to be employed by you in formulating such a measure.

Very respectfully,

SYLVESTER PENNOYER,  
Governor.

The Board declined to act as requested, and transmitted to the Governor the following letter:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 2, 1892. }

*Hon. Sylvester Pennoyer, Governor of Oregon, Salem, Oregon—*

SIR: Your communication of July 13, 1892, asking us to prepare a maximum rate act to apply on all lines of railroad in the State of Oregon, for submission to the legislature, has been duly considered and in reply we beg to say:

In compliance with an act passed at the sixteenth regular session of the legislative assembly of the State of Oregon, entitled "An act to further define the duties of the Board of Railroad Commissioners," the present Board have carefully considered the subject of rates on all of the railroads in the State of Oregon, and have found the present rates in use and in force to be reasonable and just, except those of the Southern Pacific Company and the Union Pacific Company, the schedules of which companies the Board found to be unreasonable in certain particulars. These rates were revised by an official order of this Board, made during August, 1891, and the revised rates so established were sought to be enforced by a proper proceeding in the courts of this State.

In the matter of the Union Pacific Company, the revision has already been effected, and the rates put in force by a decree of the circuit court.

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*Maximum Rate Law.*

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In the matter of the Southern Pacific Company, the Commission's rates were found to be reasonable by the circuit court, and the case is now on appeal to the supreme court of Oregon.

These rates have been determined to be reasonable by our courts on a full investigation of all the evidence which the company and the Commissioners were able to produce on the questions at issue. These rates established and proposed by the Commission applied to the business of 1890, which was an average year, amounted in a net saving to the people of Oregon of over \$75,000, and a corresponding loss to the said corporations if the reduction should not be partially overcome by increased shipments.

In view of these facts, and having full faith in the present law and the integrity of our courts to enforce and support the same, we feel it our duty to respectfully decline to devise any other scheme looking to legislative control in this matter.

Respectfully submitted.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

The Board, after due and proper consideration of the Governor's letter, were of the opinion that the revision and regulation of rates as marked out and designated in the act of 1891, is the only method which the people of Oregon have so far expressed themselves in favor of, and that the reduction which the Board has undertaken in pursuance of said act when enforced and carried into effect by the courts, fully meets all the requirements of the case, and will receive the approbation of the people of Oregon. Even conceding that an act may be passed fixing a rate which would be "free from the intervention of our courts," it cannot be said that such an act would be just or right if it contemplated a greater reduction than has been already made by the Board. The Board had all the rates of the different companies before it for consideration, together with all the facts bearing upon the subject, and after weeks of careful and diligent study and calculation, proposed such a reduction as it deemed would be reasonable and just on the basis of the traffic of the different lines affected at the time the reduction was made. The matter has been contested, not only before the Board, but before the circuit court of the third judicial district for Marion county, where all the evidence bearing upon the reasonable or unreasonable character of the revised rates has been passed upon and adjudged fair and reasonable. It would seem that this judgment should be respected, and that with the final decision of the supreme court, before which tribunal the matter is now in pending as to one of the carriers, the controversy should end until such time as different conditions shall warrant further action in the premises.

*Cattle-Guards and Road Crossings.*

## CHANGES IN THE LAW.

## OBSTRUCTING RAILROAD TRACKS.

The second report of the Board urged upon the Legislature the necessity of amending the penal laws of the State on the subject of obstructing tracks. No action was taken in the matter, and there is no law in force in the State today which furnishes adequate punishment for such a grave crime. Repeated attempts have been made during the past two years to wreck trains, some of which have resulted in loss of property and injury to persons. The present statute, which makes the crime of obstructing a railroad a misdemeanor punishable by fine or imprisonment in the county jail, was passed at a time when there were no railroads in the State, and the act was passed more to protect wagon roads than for any other purpose. Almost every other State in the Union makes it a felony. We again recommend the passage of an act which shall meet the requirements of the case, and which in our judgment will tend to lessen the dangers of travel by rail.

## CATTLE-GUARDS AND ROAD CROSSINGS.

There is no subject connected with railroads which is productive of more conflicts between the people and corporations than the establishment of cattle-guards and road crossings. There is no law on the subject in the State of Oregon, and so far it has been left entirely to the corporation to say where such necessary conveniences shall be established. It is to the interest of the corporation to have as few of each as possible, owing to the danger constantly met at all such points. It is evident that each should have something to say as to where the same should be placed. The corporations operating a line of railway, held to the strictest vigilance in protecting its trains and passengers against accident, should not be compelled to open its roadway to public and private use at every point where one or more people demand it; and on the other hand, the people of a community should not be shut out from following their busi-

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*Air Brakes and Automatic Couplers.*

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ness by the corporation causing them to go miles out of their way to reach a road crossing. The matter of determining where a road crossing or cattle-guard should hereafter be established, should be placed in the hands of the Commission, as it is in many States. By a proper enactment in this direction, a safe and speedy remedy would be afforded for all parties.

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### THE DOCTRINE OF NON-LIABILITY FOR THE ACT OF A FELLOW SERVANT.

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Some of the States of the Union have statutes defining the liability of railroads in respect to accidents to employ es while engaged in the business of conducting and managing trains. In a number of States the company is not exonerated from liability when the negligent act of a co-employ e is the cause of the accident, but is held to be liable and responsible for every such act resulting in injury or loss of life to any of its servants. We believe that, in justice to the thousands of employ es engaged in railroading in this State, a similar act should be passed protecting them from the consequences of the negligence of others engaged in the service. We believe such an act would not only be a means of protecting those who work in this employment, but also a safeguard to the traveling public, insuring the greatest vigilance in securing safe and reliable men in the service.

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### AIR-BRAKES AND AUTOMATIC COUPLERS.

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It is becoming more apparent every year that some law should be passed regarding the proper equipment of cars and engines employed in both the passenger and freight service on the railroads of this country. Handbrakes and couplings have caused more injuries and deaths in the army of men employed in railroading in the United States than any other cause. As no suitable State law could be enacted governing the great transcontinental lines leading into this State looking to improved equipment, we recommend that a suitable memorial be passed asking congress to pass an act applying to all railroads, compelling them to adopt and put into use on their lines a system of automatic couplers and air-brakes.



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# ANNUAL REPORTS.

*Following are the Annual Reports for the year ending June 30, 1891, of the several corporations owning or operating rail-roads in the State of Oregon.*

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**REPORT**  
**OF THE**  
**OREGON SHORT LINE AND UTAH NORTHERN RAILWAY**  
**COMPANY (LESSEE).**

*For the year ending June 30, 1891.*

**HISTORY.**

1. Name of common carrier making this report? Oregon Short Line and Utah Northern Railway Company.

2. Date of organization? August 1, 1889.

3. Under laws of what government, state or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Wyoming, Nevada, Utah, and the United States.

4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] Oregon Short Line Railway Company, incorporated April 14, 1881, for fifty years; Utah and Northern Railway Company, incorporated May 1, 1878, for fifty years; Utah Central Railway Company, formed by consolidation July 1, 1881, for fifty years; Salt Lake and Western Railway Company, incorporated May 30, 1881, for fifty years; Utah and Nevada Railway Company, incorporated February 15, 1881, for fifty years; Ogden and Syracuse Railway Company, incorporated March 2, 1887, for fifty years; Idaho Central Railway Company; Nevada Pacific Railway Company. Consolidated August 1, 1889, for fifty years.

5. Date and authority for each consolidation. See No. 4.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. No.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

7. [For companies not making operating reports.] What carrier operates the road of this company?

## ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Jay Gould.....	New York City, New York.....	March 18, 1892.
Edwin F. Atkins.....	Boston, Massachusetts.....	
Frederick L. Ames.....	Boston, Massachusetts.....	
F. Gordon Dexter.....	Boston, Massachusetts.....	
Sidney Dillon.....	New York City, New York.....	
A. H. Green.....	New York City, New York.....	
S. H. H. Clark.....	Omaha, Nebraska.....	
John Sharp.....	Salt Lake City, Utah.....	
Russell Sage.....	New York City, New York.....	

Total number of stockholders at date of last election?

One thousand and twenty-two.

Date of last meeting of stockholders for election of directors?

March 18, 1891.

Give postoffice address of general office.

Boston, Massachusetts.

Give postoffice address of operating office.

Omaha, Nebraska.

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....		
President.....	Sidney Dillon.....	New York, N. Y.
First vice-president.....	S. H. H. Clark.....	Omaha, Neb.
Second vice-president.....	John Sharp.....	Salt Lake City, Utah.
Third vice-president.....	G. M. Lane.....	Boston, Mass.
Secretary.....	Alex. Millar.....	Boston, Mass.
Treasurer.....	James G. Harris.....	Boston, Mass.
General solicitor.....		
Attorney, or general counsel.....		
Comptroller.....	Oliver W. Mink.....	Boston, Mass.
Assistant comptroller.....		
Auditor.....	Erastus Young.....	Omaha, Neb.
Assistant auditor.....		
*General manager.....	S. H. H. Clark.....	Omaha, Neb.
Assistant general manager.....		
Chief engineer.....		
General superintendent.....		
Assistant general superintendent.....		
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....		
Assistant general freight agent.....		
General passenger agent.....		
Assistant general passenger agent.....		
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

\* Managed by Union Pacific officials on the line.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.***PROPERTY OPERATED.**

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock :
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

Name.	Terminals.		Miles line for each road named.	Miles line for each class of roads named.
	From—	To—		
Oregon Short Line and Utah Northern Railway Company, lessee	Portland	Huntington		402.67
	Pendleton	Spokane Falls	250.56	
	Willows Junction	Heppner	45.34	
	Bolles Junction	Dayton	13.36	
	Starbuck	Pomeroy	30.00	
	La Crosse Junction	Connell	53.12	
Oregon Railway and Navigation Co.	Colfax	Moscow	28.58	
	Winona Junction	Seltice	47.84	
	Tekoa	Mullan	87.10	
	Umatilla Junction	Walla Walla	57.67	
	La Grande	Elgin	20.89	
	Wallace	Burke	6.67	
	Walla Walla	Dudley and Dixie	13.40	
	East Portland	Albina	2.13	656.66
Total mileage operated				1,059.33

Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet, pages 49 and 51.

Name.	Character of business.	Title (owned, leased, etc).	State or territory.

**\*PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.**

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33.

Name.	Terminals.		By what company operated.	Under what kind of a contract operated.	Miles of line.
	From—	To—			

\*See report of Oregon Railway and Navigation Company.

Give here a full explanation of the contract existing between road (or roads) and the company by which it is operated. None.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]







*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

**\*FUNDED DEBT.—CONTINUED.**

## EQUIPMENT TRUST OBLIGATIONS.

**B.—STATEMENT OF AMOUNT.**

<i>Series or other designation.</i>	<i>Cash paid on delivery of equipment.</i>	<i>Deferred payments—principal</i>		<i>Deferred payments — interest.</i>		
		<i>Original amount.</i>	<i>Amount outstanding.</i>	<i>Original amount.</i>	<i>Amount outstanding.</i>	<i>Rate.</i>
Total "Miscellaneous obligations," p. 19						
Total "miscel. obligations"						

**\*RECAPITULATION OF FUNDED DEBT.**

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds, page 19.....				
Miscellaneous obligations, page 21.....				
Income bonds, page 19.....				
<b>Total</b> .....				

\*See report of Oregon Railway and Navigation Company.

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.***\* RECAPITULATION.****A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.**

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other proper- ties.	Miles.	Amount.	
Capital stock, page 17						
Bonds, page 19 ( <i>grand total</i> )						
Equipment trust obligations, page 21						
Total.....						

**B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.**

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
Total.....						

\* See report of Oregon Railway and Navigation Company.

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.***\*COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**

Item.	Expenditures during year.				Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses		Charged to income account as permanent improvements.			
		Charged to income account as permanent improvements.	Charged to construction or equipment.				
Construction—							
Right of way.....							
Other real estate.....							
Fences.....							
Grading and bridge and culvert masonry.....							
Bridges and trestles.....							
Rails.....							
Ties.....							
Other superstructure.....							
Buildings, furniture and fixtures.....							
Shop machinery and tools.....							
Engineering expenses.....							
Interest during construction.....							
Discount on securities sold for construction.....							
Telegraph line.....							
Wharfing, etc.....							
Sidings and yard extensions.....							
Terminal facilities and elevators.....							
Road built by contract.....							
Purchase of constructed road.....							
Other items.....							
Total construction.....							
Equipment—							
Locomotives.....							
Passenger cars.....							
Sleeping, parlor and dining cars.....							
Baggage, express and postal cars.....							
Combination cars.....							
Freight cars.....							
Other cars of all classes.....							
Floating equipment.....							
Total equipment.....							
Grand total cost construction, equipment, etc.....							

\*See report of Oregon Railway and Navigation Company.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$ 5,605,960 15	
Less operating expenses, page 45.....	3,939,942 90	
Income from operation.....	\$ 1,666,017 25	\$ 1,666,017 25
Deficit.....		
Dividends on stocks owned, page 37.....		
Interest on bonds owned.....	21,000 00	
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....	\$ 21,000 00	\$ 21,000 00
Total income.....		\$ 1,687,017 25
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....	2,747,418 34	
Taxes.....	138,916 63	
Permanent improvements.....	90,655 97	
Other deductions.....		
Deficit, net earnings O. R. and N. Co. steamers, page 41.....	94,175 94	
Total deductions from income.....	\$ 3,067,166 88	3,067,166 88
Net income.....		\$ *1,380,149 63
Deficit.....		
Dividends, .. per cent, common stock.....		
Dividends, .. per cent, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		
Deficit from operations of year ending June 30, 1891.....		
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

\* This deficit is carried into the income account of the Oregon Short Line and Utah Northern Railway Company.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.***\*INCOME ACCOUNT.**

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road.....		
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total income.....		
Deficit.....		
Deductions from income—		
Salaries and maintenance of organization.....		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		
Net income.....		
Deficit.....		
Dividends, — per cent, common stock.....		
Dividends, — per cent, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		
Deficit from operations of year ending June 30, 1891.....		
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

\* See report of Oregon Railway and Navigation Company.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

**\* BONDS OWNED.**

<i>Name.</i>	<i>Total par value.</i>	<i>Rate.</i>	<i>Income or dividend received.</i>	<i>Valuation.</i>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
<b>Total</b> _____	_____	_____	_____	_____

\* See report of Oregon Railway and Navigation Company.

## RENTALS RECEIVED.

## RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company using property leased.</i>	<i>Item.</i>	<i>Total.</i>
<b>Tracks—</b>				
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
<b>Yard:—</b>				
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
<b>Terminals—</b>				
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----
-----	-----	-----	-----	-----

**MISCELLANEOUS INCOME.**

<i>Item.</i>	<i>Gross income.</i>	<i>Less expenses.</i>	<i>Net miscellaneous income.</i>
Oregon Railway and Navigation Co. steamers. ....	\$ 1,457,098 42	\$ 1,551,274 36	\$ *94,175 94
Total .....	\$ 1,457,098 42	\$ 1,551,274 36	\$ *94,175 94

\* Deficit.



*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures—</b>			
Repairs of roadway.....	\$ 186,919 06	\$ 335,861 10	\$ 522,780 16
Renewals of rails.....	34,850 82	60,286 75	95,137 57
Renewals of ties.....	34,534 40	61,851 81	96,386 21
Repairs of bridges and culverts.....	53,578 76	98,120 72	151,699 48
Repairs of fences, road-crossings, signs, and cat- tle guards.....	3,089 28	5,278 28	8,317 56
Repairs of buildings.....	31,416 23	58,290 42	89,706 65
Repairs of docks and wharves.....			
Repairs of telegraph.....	289 64	503 50	793 14
Other expenses.....			
<b>Total.....</b>	<b>\$ 344,628 19</b>	<b>\$ 620,192 58</b>	<b>\$ 964,820 77</b>
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives.....	\$ 76,413 13	\$ 204,384 12	\$ 280,797 25
Repairs and renewals of passenger cars.....	103,754 01		103,754 01
Repairs and renewals of freight cars.....		184,859 67	184,859 67
Repairs and renewals of ferry-boats, tugs, floats, and barges.....			
Shop machinery, tools, etc.....	8,384 40	15,060 60	23,445 00
Other expenses.....			
<b>Total.....</b>	<b>\$ 188,551 57</b>	<b>\$ 404,304 39</b>	<b>\$ 592,855 96</b>
<b>Conducting transportation—</b>			
Wages of engine-men, firemen, and round-house- men.....	\$ 106,445 89	\$ 291,705 86	\$ 398,151 75
Fuel for locomotives.....	204,280 94	630,224 57	834,505 51
Water supply for locomotives.....	7,998 27	15,108 19	23,106 46
All other supplies for locomotives.....	5,643 46	10,048 29	15,691 75
Wages of other trainmen.....	73,899 07	137,864 69	211,763 76
All other train supplies.....	12,481 52	23,710 86	36,192 38
Wages of switchmen, flagmen and watchmen.....	21,347 34	41,738 77	63,087 11
Expense of telegraph, including train dispatch- ers and operators.....	31,756 91	59,210 08	90,966 99
Wages of station agents, clerks, and laborers.....	83,375 91	154,489 88	237,864 79
Station supplies.....	10,787 50	20,467 62	31,255 12
Switching charges, balance.....	280 60	361 67	642 27
Car mileage, balance.....	14,121 58	*12,121 63	1,999 95
Loss and damage.....	20,382 94	65,563 58	85,946 52
Injuries to persons.....	12,596 08	25,017 30	37,613 38
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....			
Other expenses.....			
<b>Total.....</b>	<b>\$ 605,398 01</b>	<b>\$ 1,463,589 73</b>	<b>\$ 2,068,987 74</b>
<b>General expenses—</b>			
Salaries of officers.....	\$ 14,786 65	\$ 27,110 49	\$ 41,897 14
Salaries of clerks.....	15,623 45	29,405 14	45,028 59
General office expenses and supplies.....	1,641 19	3,064 42	4,705 61
Agencies, including salaries and rent.....	29,773 59	41,519 86	64,293 45
Advertising.....	19,814 30		19,814 30
Commissions.....	47,303 77		47,303 77
Insurance.....	5,523 75	10,502 36	16,026 11
Expense of fast freight lines.....			
Expense of traffic associations.....	420 17	975 49	1,395 66
Expense of stock yards and elevators.....			
Rents for tracks, yards, and terminals, page 47, B.....	10,755 17	14,877 66	25,632 83
Rents not otherwise provided for.....	912 07	1,730 50	2,642 57
Legal expenses.....	4,721 15	8,444 70	13,565 85
Stationery and printing.....	9,153 73	17,011 74	26,165 47
Other general expenses.....	1,422 23	3,382 85	4,805 08
<b>Total.....</b>	<b>\$ 154,853 22</b>	<b>\$ 158,425 21</b>	<b>\$ 313,278 43</b>

\* Surplus.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

## OPERATING EXPENSES—CONTINUED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....	\$ 344,628 19	\$ 620,192 58	\$ 964,820 77
Maintenance of equipment.....	188,551 57	404,304 39	592,855 96
Conducting transportation.....	605,398 01	1,463,589 73	2,068,987 74
General expenses.....	154,853 22	158,425 21	313,278 43
Grand total.....	\$ 1,293,430 99	\$ 2,646,511 91	\$ 3,939,942 90
Percentage of expenses to earnings, entire line.....			70.28
Operating expenses, Oregon (approximate)—			
Maintenance of way and structures.....	\$ 211,946 33	\$ 478,168 48	\$ 690,114 81
Maintenance of equipment.....	115,959 24	311,718 69	427,677 93
Conducting transportation.....	372,319 77	1,128,427 66	1,500,747 43
General expenses.....	89,997 62	112,577 16	202,574 78
Total.....	\$ 790,222 96	\$ 2,030,891 99	\$ 2,821,114 95
Percentage of expenses to earnings for Oregon.....			67.12

## RENTALS PAID.

## A.—RENTS PAID FOR LEASE OF ROAD.

<i>Name of road.</i>	<i>Interest on bonds guaranteed.</i>	<i>Dividends on stocks guaranteed.</i>	<i>Cash.</i>	<i>Total.</i>
Oregon Railway and Navigat'n Co. ....	\$ 1,072,893 27	\$ 1,440,000 00	\$ *122,610 00	\$ 2,635,503 27
Northern Pacific Terminal Co. ....	107,915 07			107,915 07
Total rents, A.....	\$ 1,180,808 34	\$ 1,440,000 00	\$ 122,610 00	\$ 2,743,418 34

\* This amount represents sinking fund payments.

## B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks—				
Yards—				
Terminals—				
	Spokane Falls, Wash.....	Spokane Falls Union Depot Company.....	\$ 22,353 51	
	Albina, Or.....	N. Pacific Terminal Co.....	3,279 32	
Grand total, B.....				\$ 25,632 83





*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.***\* EMPLOYÉS AND SALARIES.**

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....				
General office clerks.....				
Station agents.....				
Other station men.....				
Enginemen.....				
Firemen.....				
Conductors.....				
Other trainmen.....				
Machinists.....				
Carpenters.....				
Other shopmen.....				
Section foremen.....				
Other trackmen.....				
Switchmen, flagmen, and watchmen.....				
Telegraph operators and dispatchers.....				
Employés—account floating equipment.....				
All other employés and laborers.....				
Total (including general officers).....				
Less general officers.....				
Total (excluding general officers).....				
Distribution of above—				
General administration.....				
Maintenance of way and structures.....				
Maintenance of equipment.....				
Conducting transportation.....				
Total (including general officers).....				
Less general officers.....				
Total (excluding general officers).....				

\* Impossible to furnish the information called for.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue.....	221,610	\$.....
Number of passengers carried one mile.....	38,603,643	.....
Average distance carried.....	174.20	.....
Total passenger revenue, page 35.....		938,679.29
Average amount received from each passenger.....		4.23573
Average receipts per passenger per mile.....		.02432
Estimated cost of carrying each passenger one mile.....		.02047
Total passenger earnings, page 35.....		1,087,648.99
Passenger earnings per mile of road.....		2,038,59013
Passenger earnings per train-mile.....		1.97809
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....	836,602	.....
Number of tons carried one mile.....	188,833,646	.....
Average distance haul of one ton.....	225.72	.....
Total freight revenue, page 35.....		3,090,764.88
Average amount received for each ton of freight.....		3.69443
Average receipts per ton per mile.....		.01637
Estimated cost of carrying one ton one mile.....		.01075
Total freight earnings, page 35.....		3,090,764.88
Freight earnings per mile of road.....		5,793.04796
Freight earnings per train-mile.....		2.58686
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35.....		4,029,444.17
Passenger and freight revenue per mile of road.....		7,552.42286
Passenger and freight earnings, page 35.....		4,178,413.87
Passenger and freight earnings per mile of road.....		7,831.63809
Gross earnings from operation, page 35.....		4,203,029.45
Gross earnings from operation per mile of road.....		7,877.77529
Expenses, page 45.....		2,821,114.95
Expenses per mile of road.....		5,287.61071
<b>Train mileage—</b>		
Miles run by passenger trains.....	519,048	.....
Miles run by freight trains.....	1,102,395	.....
Miles run by mixed trains.....	123,197	.....
Total mileage trains earning revenue.....	1,744,640	.....
*Miles run by switching trains.....	400,190	.....
Miles run by construction and other trains.....	129,034	.....
Grand total train mileage.....	2,273,864	.....
†Mileage of loaded freight cars—north or east.....	8,968,247	.....
†Mileage of loaded freight cars—south or west.....	9,246,834	.....
Mileage of empty freight cars—north or east.....	1,650,903	.....
Mileage of empty freight cars—south or west.....	1,562,311	.....
Average number of freight cars in train.....	18	.....
†Average number of loaded cars in train.....	15	.....
Average number of empty cars in train.....	3	.....
Average number of tons of freight in train.....	154.08	.....
†Average number of tons of freight in each loaded car.....	11.04	.....

\* Mileage of switching trains obtained by allowing eight miles per hour.

† Caboose treated as loaded.

† Caboose treated as empty.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue	334,094	\$-----
Number of passengers carried one mile	47,006,634	-----
Average distance carried	140.70	-----
Total passenger revenue		1,251,557.16
Average amount received from each passenger		3.74612
Average receipts per passenger per mile		.02663
Estimated cost of carrying each passenger one mile		.02752
[Total passenger earnings, page 35]		1,484,650.70
Passenger earnings per mile of road		1.40 .19972
Passenger earnings per train-mile		1.67305
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue	931,009	-----
Number of tons carried one mile	235,206,697	-----
Average distance haul of one ton	251.83	-----
Total freight revenue		4,076,553.46
Average amount received for each ton of freight		4.36457
Average receipts per ton per mile		.01733
Estimated cost of carrying one ton one mile		.01125
[Total freight earnings, page 35]		4,076,553.86
Freight earnings per mile of road		3,848,237.90
Freight earnings per train-mile		2.49139
<b>Passenger and freight—</b>		
Passenger and freight revenue		5,328,111.02
Passenger and freight revenue per mile of road		5,029.69898
Passenger and freight earnings		5,561,204.56
Passenger and freight earnings per mile of road		5,249.73762
Gross earnings from operation		5,605,960.15
Gross earnings from operation per mile of road		5,291.98658
Expenses		3,939,942.90
Expenses per mile of road		3,719.27813
<b>Train mileage—</b>		
Miles run by passenger trains	843,879	-----
Miles run by freight trains	1,504,295	-----
Miles run by mixed trains	175,997	-----
Total mileage trains earning revenue	2,523,671	-----
Miles run by switching trains	571,701	-----
Miles run by construction and other trains	184,335	-----
Grand total train mileage	3,279,707	-----
*Mileage of loaded freight cars—north or east	10,891,460	-----
*Mileage of loaded freight cars—south or west	11,303,461	-----
Mileage of empty freight cars—north or east	3,668,698	-----
Mileage of empty freight cars—south or west	2,413,631	-----
Average number of freight cars in train	17	-----
*Average number of loaded cars in train	13	-----
Average number of empty cars in train	4	-----
Average number of tons of freight in train	139.98	-----
†Average number of tons of freight in each loaded car	11.36	-----

\*Caboose treated as loaded.

†Caboose treated as empty.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain.....	260,331	17,245	277,576	36.22
	Flour.....	20,106	279	20,385	2.66
	Other mill products.....	4,672	1,799	6,471	.84
	Hay.....	7,988	686	8,624	1.12
	Tobacco.....	11	15	26	-----
Products of animals.	Cotton.....	-----	-----	-----	-----
	Fruit and vegetables.....	4,590	2,082	6,672	.87
	Live stock.....	18,744	8,815	27,559	3.60
	Dressed meats.....	4,162	641	4,803	.63
	Other packing-house products.....	1,108	3,591	4,694	.61
	Poultry, game, and fish.....	9,866	4,693	14,559	1.90
	Wool.....	6,446	589	7,035	.92
Products of mines.	Hides and leather.....	720	28	748	.10
	Anthracite coal.....	-----	53	53	.01
	Bituminous coal.....	1,891	3,070	4,961	.65
	Coke.....	108	81	189	.03
	Ores.....	34,061	317	34,378	4.49
Products of forest.	Stone, sand, and other like articles.....	14,264	1,198	15,462	2.02
	Lumber.....	138,542	19,966	158,498	20.68
	Petroleum and other oils.....	378	-----	-----	-----
Manufac- tures.	Sugar.....	2,720	-----	-----	-----
	Naval stores.....	-----	-----	-----	-----
	Iron, pig and bloom.....	270	410	680	.09
	Iron and steel rails.....	202	4,929	5,131	.67
	Other castings and machinery.....	1,064	9,077	10,141	1.32
	Bar and sheet metal.....	690	2,646	3,336	.43
	Cement, brick, and lime.....	12,042	4,221	16,263	2.12
	Agricultural implements.....	604	3,374	3,978	.52
	Wagons, carriages, tools, etc.....	207	2,496	2,703	.35
	Wines, liquors, and beers.....	498	2,966	3,454	.46
Merchandise	Household goods and furniture.....	154	3,038	3,192	.42
Miscellaneous—other commodities not men- tioned above.....	-----	42,262	29,120	71,382	9.32
Total tonnage for Oregon.....		13,247	28,377	41,624	5.43
Total tonnage, entire line.....		601,943	164,287	766,230	100.00
		694,857	167,112	861,969	



*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....	4	24	24	Westinghouse		
Freight.....	16	77	61	Westinghouse		
Switching.....		13				
Leased.....						
Total locomotives.....	20	114	85	Westinghouse		
Cars in passenger service—						
First-class passenger cars.....		36	36	Westinghouse	36	Miller.
Second-class passenger cars.....						
Combination passenger cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....		28	28	Westinghouse	28	Miller.
Other cars in passenger service.....		3	3	Westinghouse	3	Miller.
Total.....		67	67	Westinghouse	67	Miller.
Cars in freight service—						
Box cars.....	700	2,230	1,324	Westinghouse		
Flat cars.....		342	21	Westinghouse		
Stock cars.....	100	271	200	Westinghouse		
Coal cars.....	45	189				
Tank cars.....						
Refrigerator cars.....						
Other cars.....	*45					
Total.....	800	3,032	1,545	Westinghouse		
Cars in company's service—						
Gravel cars.....		3				
Derrick cars.....	1	3				
Caboose cars.....	10	52	10	Westinghouse		
Other road cars.....		85				
Total.....	11	140	10	Westinghouse		
Cars contributed to fast freight line service.....						
Total cars owned.....	811	3,239	1,622	Westinghouse	67	Miller.
Cars leased.....						
Grand total cars.....	811	3,239	1,622	Westinghouse	67	Miller.

\* Reduction.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.***MILEAGE.****A.—MILEAGE OF ROAD OPERATED.**

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated during year.	New line constructed during year.		Ralls.	
	Main line.	Branches and spurs.								Iron.	Steel.
Miles of single track	402.67	656.66	—	—	—	—	1,059.33	37.56	—	269.05	790.28
Miles of second track	—	—	—	—	—	—	—	—	—	—	—
Miles of third track	—	—	—	—	—	—	—	—	—	—	—
Miles of fourth track	—	—	—	—	—	—	—	—	—	—	—
*Miles of yard track and sidings	49.40	74.36	—	—	—	—	123.76	—	—	—	—
Total mileage operated (all tracks)	452.07	731.02	—	—	—	—	1,183.09	37.56	—	269.05	790.28

**B.—MILEAGE OF LINE BY STATES AND TERRITORIES.****I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.**

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Ralls.	
	Main line.	Branches and spurs.							Iron.	Steel.
Oregon	402.67	180.86	—	—	—	20.89	583.53	—	65.04	468.49
Washington	—	431.81	—	—	—	—	431.81	—	201.63	230.18
Idaho	—	93.99	—	—	—	6.67	93.99	—	2.38	91.61
Total mileage operated (single track)	402.67	656.66	—	—	—	27.56	1,059.33	—	269.05	790.28

**II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT.**

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Ralls.	
	Main line.	Branches and spurs.							Iron.	Steel.
Oregon	402.67	130.86	—	—	—	20.89	533.53	—	65.04	468.49
Washington	—	431.81	—	—	—	—	431.81	—	201.63	230.18
Idaho	—	93.99	—	—	—	6.67	93.99	—	2.38	91.61
Total mileage owned (single track)	402.67	656.66	—	—	—	27.56	1,059.33	—	269.05	790.28

\* Impossible to furnish the "steel and iron rails" for "miles of yard track and sidings," as no record of this has been kept.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

## RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.
Iron.....	1,835.0919	56	\$ 30 63	Cedar.....	2,154
				Pine.....	248,027
				Oregon fir.....	41,168
				Tamarac.....	7,603
Total iron.....	1,835.0919	56	\$ 30 63	Total.....	298,942
Steel.....	5,380.1907	60	\$ 36 68		
Total steel.....	5,380.1907	60	\$ 36 68		
					.31

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		40,979.00		547.25	41,526.25	906,133	91.25
Freight.....		124,183.35		1,583.63	125,766.98	2,147,234	116.19
Switching.....		15,801.00		46.64	15,847.64	571,701	56.89
Construction.....		4,646.25		5.00	4,651.25	147,250	63.15
Total.....		185,609.60		2,182.51	187,792.11	3,772,318	99.18
Average cost at distributing point.....		\$ 4 39		\$ 2 27	\$ 4 44		

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	1	22		8	1		2	30
Falling from trains and engines.....		24	1	2		14	1	40
Overhead obstructions.....		1						1
Collisions.....	2	7			1	4	8	11
Derailments.....	5	9				1	5	10
Other train accidents—								6
Hot water escaping from engine.....		3						
Train parting and coming together.....		1						
Sudden application of air brakes.....		2						
At highway crossings.....								
At stations.....						1		1
Other causes—							4	95
Fell from car.....		2				1		
Foot caught between drawheads.....		1						
Struck by falling timber.....		2						
Fell through bridge.....		1			1	3		
Struck by car.....		1		1				
Handling freight.....		3						
Reversing engine.....		4						
Struck by falling coupling pin.....		1						
Knocked off car by switch target.....		2	1					
Fell on handle of coal pick.....		1						
Foot caught in frog.....				1		1		
Handling material.....				2		24		
Caught between drawheads (not coupling).....						2		
Fell into hot water.....						2		
Struck by train.....					1			
Machinists injured by machinery and tools.....						26		
Run over while working on engine.....					1	1		
Fell into pit in round-house.....						3		
Fell off building.....						1		
Run over by hand car.....						1		
Violent switching of car.....						1		
Fell over embankment.....						1		
Runaway hand car.....						1		
Fell off velocipede.....						1		
Struck by falling rail.....						1		
Total.....	8	87	2	14	5	93	15	194

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

## ACCIDENTS TO PERSONS—CONTINUED.

Kind of accident.	Passengers.		Others.					
			Trespassing.		Not tres- passing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....								
Deraillments.....		29		1	1		1	1
Other train accidents—								
Jumped from train.....		4						
Runaway car.....		1						
Violent switching.....		2						
At highway crossings.....						1		1
At stations.....	1	2				1		1
Other causes—								
Struck by engine.....	1							
Fell off train.....		10						
Asleep on track, run over.....			1				1	
Struck by train.....				4				4
Stealing ride.....								
Total.....	2	48	4	5	1	2	5	7





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*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1891.*

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**CAR MILEAGE.**

State below all individuals, coöperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

Burton Stock Car.

Keystone Palace Horse Car.

St. Charles Car Company.

C. B. Havens & Co.

Jacob Dold.

Omaha Packing Company.

Armour Refrigerator Company.

**OATH.**

STATE OF NEW YORK,        }  
County of New York. } ss.

We, the undersigned, Sidney Dillon, President, and Oliver W. Mink, Comptroller, of the Oregon Short Line and Utah Northern Railway Company, as lessees, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, or have caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made; excepting always such statements as have been made in accordance with rules prescribed by the Railroad Commissioners of Oregon, the accuracy of which the company neither admits nor denies.

SIDNEY DILLON,

President.

OLIVER W. MINK,

Comptroller.

Subscribed and sworn to before me this 9th day of February, 1892.

EDWARD CANFIELD,

[SEAL.]

Notary public, New York county, New York.



# REPORT

## OF THE

### OREGON RAILWAY AND NAVIGATION COMPANY.

*For the year ending June 30, 1891.*

#### HISTORY.

1. Name of common carrier making this report? Oregon Railway and Navigation Company.
2. Date of organization? June 13, 1879.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] Not a consolidated company.
5. Date and authority for each consolidation. Not a consolidated company.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not a reorganized company.
7. [For companies not making operating reports.] What carrier operates the road of this company? Oregon Short Line and Utah Northern Railway Company.

#### ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
Sidney Dillon .....	New York City, New York .....	June 14, 1892.
F. L. Ames .....	Boston, Massachusetts .....	
W. B. Gilbert .....	Portland, Oregon .....	
B. Campbell .....	Portland, Oregon .....	
W. W. Cotton .....	Portland, Oregon .....	
Chas. B. Fosdick .....	New York City, New York .....	
Jay Gould .....	New York City, New York .....	
Russell Sage .....	New York City, New York .....	
E. McNeill .....	Portland, Oregon .....	
Zera Snow .....	Portland, Oregon .....	
H. R. Reed .....	Boston, Massachusetts .....	
F. G. Wheeler .....	Portland, Oregon .....	
D. P. Thompson .....	Portland, Oregon .....	

*Oregon Railway and Navigation Company, 1891.*

Total number of stockholders at date of last election? One thousand one hundred and eleven.

Date of last meeting of stockholders for election of directors? June 15, 1891.

Give postoffice address of general office. Boston, Massachusetts.

Give postoffice address of operating office. Omaha, Nebraska.

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board		
President	Sidney Dillon	New York, N. Y.
First vice-president	S. H. H. Clark	Omaha, Neb.
Second vice-president	D. P. Thompson	Portland, Or.
Third vice-president		
Secretary	W. W. Cotton	Portland, Or.
Treasurer	James G. Harris	Boston, Mass.
General solicitor		
Attorney or general counsel		
Comptroller	Oliver W. Mink	Boston, Mass.
Assistant comptroller		
Auditor	Erastus Young	Omaha, Neb.
Assistant auditor		
*General manager		
Assistant general manager		
Chief engineer		
General superintendent		
Assistant general superintendent		
Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Traffic manager		
Assistant traffic manager		
General freight agent		
Assistant general freight agent		
General passenger agent		
Assistant general passenger agent		
General ticket agent		
Assistant general ticket agent		
General baggage agent		
Superintendent of express		
Land commissioner		

\*Managed by Union Pacific officials on the line.

## Oregon Railway and Navigation Company, 1891.

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33.

Name.	Terminals.		By what company operated.	Under what kind of a contract operated.	Miles of line.
	From—	To—			
Oregon Railway & Navigation Co.	Portland	Huntington	Oregon Short Line & Utah Nor. Ry. Co.	Lease	402.67
	Pendleton	Spokane Falls		Lease	250.56
	Willows Junction	Heppner		Lease	45.34
	Holles Junction	Dayton		Lease	13.86
	Starbuck	Pomeroy		Lease	30.00
	La Crosse Junction	Cornell		Lease	53.12
	Colfax	Moscow		Lease	28.58
	Winona Junction	Setlee		Lease	47.84
	Tekoa	Mullan		Lease	87.10
	Umatilla Junction	Walla Walla		Lease	57.67
	La Grande	Elgin		Lease	20.89
	Wallace	Burke		Lease	6.67
	Walla Walla	Dudley and Dixie		Lease	13.40
	East Portland	Albina		Lease	2.13
	Total				

Give here a full explanation of the contract existing between road (or roads) and the company by which it is operated.

See report for June 30, 1889.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Railway and Navigation Company, 1891.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Per value of shares.	Total per value authorized.	Total amount issued and out- standing.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—						
Common	240,000	\$ 100 00	\$ 24,000,000 00	\$ 24,000,000 00	6 per cent.	\$ 1,440,000 00
Preferred						
Total	240,000	\$ 100 00	\$ 24,000,000 00	\$ 24,000,000 00	6 per cent.	\$ 1,440,000 00
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amt issued during year.	Total number of shares issued.	Total cash real- ized.	Remarks.	
Issued for cash—						
Common			240,000	\$ 24,000,000 00		
Preferred						
Issued for construction—						
Common						
Preferred						
Issued for reorganization—						
Common						
Preferred						
Issued for						
Total						

*Oregon Railway and Navigation Company, 1891.*

**FUNDED DEBT.**

**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Interest.			
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.	Am't paid during year.
First mortgage.	July, 1879	July, 1900	\$ 6,000,000	\$ 6,000,000	\$ 5,129,000	—	6%	Jan., July	\$ 230,000 00	\$ 312,450 00
Consolidated mortgage	June, 1885	Dec. 1928	30,000,000	11,871,000	11,871,000	—	5%	June, Dec.	380,055 97	619,500 00
Collateral trust mortgage	Sept. 1889	Sept. 1919	25,000,000	3,550,000	3,550,000	—	5%	Mar., Sept.	177,762 50	175,876 00
Total			\$51,000,000	\$21,421,000	\$20,550,000	—			\$1,127,818 47	\$ 1,107,825 00

\* The original issue was \$6,000,000, and by the terms of the mortgage the full amount of 6% is payable on the gross issue, the difference between interest on the amount outstanding and the amount issued being used as a sinking fund for the retirement of the bonds.

## EQUIPMENT TRUST OBLIGATIONS.

### A.—GENERAL STATEMENT.

[illegible]

*Oregon Railway and Navigation Company, 1891.***\* FUNDED DEBT.—(CONTINUED.)****EQUIPMENT TRUST OBLIGATIONS.****B.—STATEMENT OF AMOUNT.**

Series or other designation.	Cash paid on delivery of equipment.	Deferred payments—principal		Deferred payments—interest.			
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Am't accrued during year.	Am't paid during year.
Total.							
"Miscellaneous obligations," p. 19							
Total "miscel. obligations"							

**RECAPITULATION OF FUNDED DEBT.**

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds, page 19	\$ 21,421,000 00	\$ 20,550,000 00	\$ 1,127,818 47	\$ 1,107,825 00
Miscellaneous obligations, page 21				
Income bonds, page 19				
Total	\$ 21,421,000 00	\$ 20,550,000 00	\$ 1,127,818 47	\$ 1,107,825 00

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon Railway and Navigation Company, 1891.*

## RECAPITULATION.

## A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock, page 17	\$ 24,000,000 00			1,059.33	\$ 22,655.83	
Bonds, page 19 (grand total)	20,550,000 00			1,039.33	19,399 05	
Equipment trust obligations, page 21						
Total	\$ 44,550,000 00			1,059.33	\$ 42,054 88	

## B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
Oregon Railway & Navigation Co.	\$ 24,000,000 00	\$ 20,550,000 00	\$ 1,815,884 33	\$ 46,365,884 33	1,183.09	\$ 39,190 49
Total	\$ 24,000,000 00	\$ 20,550,000 00	\$ 1,815,884 33	\$ 46,365,884 33	1,183.09	\$ 39,190 49

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon Railway and Navigation Company, 1891.***COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**

Item.	Expenditures during year.				Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses					
		Charged to income account as permanent improvements.	Charged to construction or equipment.				
Construction—	\$	\$	\$	\$	\$	\$	
Right of way							
Other real estate							
Fences			1,786 60				
Grading and bridge and culvert masonry			25,159 56				
Bridges and trestles							
Rails			26,801 73				
Ties							
Other superstructure							
Buildings, furniture and fixtures			45,659 99				
Shop machinery and tools							
Engineering expenses			3,715 23				
Interest during construction							
Discount on securities sold for construction							
Telegraph line			11,696 13				
Wharfing, etc.							
Sidings and yard extensions			20,265 46				
Terminal facilities and elevators							
Road built by contract							
Purchase of constructed road			15,250 26				
Other items							
Total construction			\$ 142,904 50				
Equipment							
Locomotives							
Passenger cars			223,365 08				
Sleeping, parlor and dining cars			14,840 18				
Baggage, express and postal cars							
Combination cars			486,843 04				
Freight cars			223,532 94				
Other cars of all classes			46,474 76				
Floating equipment							
Total equipment			\$ 998,056 00				
Grand total cost construction, equipment, etc.			\$ 1,140,960 50		\$ 85,155,611 05	\$ 36,296,571 55	\$ 84,263 79
State of Oregon, approximate			625,176 78				

*Oregon Railway and Navigation Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road.....	\$	\$ 2,684,446 18
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....	1,009 39	
Income from other sources.....		1,009 39
Total income.....		\$ 2,685,455 52
Deficit.....		
Deductions from income—		
Salaries and maintenance of organization.....	8,154 72	
Interest on funded debt accrued, page 23.....	1,077,118 47	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....	91,781 09	
Sinking fund payments.....	108,960 00	
Total deductions from income.....		1,286,014 28
Net income.....		\$ 1,349,441 24
Deficit.....		
Dividends, 6%, common stock.....	1,440,000 00	
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		1,440,000 00
Surplus from operations of year ending June 30, 1891.....		
Deficit from operations of year ending June 30, 1891.....		90,558 76
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		420,055 19
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		\$ 329,496 43
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Railway and Navigation Company, 1891.***COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**

Item.	Expenditures during year.				Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses		Total construction equipment.			
		Charged to income account as permanent improvements.	Charged to construction or equipment.				
<b>Construction—</b>							
Right of way		\$	\$	\$			
Other real estate							
Fences			1,786 60				
Grading and bridge and culvert masonry			25,159 56				
Bridges and trestles							
Rails			26,801 73				
Ties							
Other superstructure.							
Buildings, furniture and fixtures			45,659 99				
Shop machinery and tools							
Engineering expenses			8,716 23				
Interest during construction							
Discount on securities sold for construction			11,686 13				
Telegraph line.							
Wharfing, etc.							
Slidings and yard extensions.			20,265 46				
Terminal facilities and elevators							
Road built by contract							
Purchase of constructed road			15,250 26				
Other items							
Total construction			\$ 142,904 50				
<b>Equipment—</b>							
Locomotives			223,865 08				
Passenger cars			14,840 18				
Sleeping, parlor and dining cars							
Baggage, express and postal cars			485,843 04				
Combination cars							
Freight cars			228,582 94				
Other cars of all classes			45,474 76				
Floating equipment							
Total equipment			\$ 998,056 00				
<b>Total cost construction, equipment, etc.</b>			\$ 1,140,960 50		\$ 85,155,611 05	\$ 86,296,571 55	\$ 34,263 79
State of Oregon, approximate			625,176 78				

*Oregon Railway and Navigation Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road.....	\$.....	\$ 2,634,446 13
Dividends on stocks owned, page 37.....	.....	.....
Interest on bonds owned, page 39.....	.....	.....
Miscellaneous income, less expenses, page 41.....	1,009 39	.....
Income from other sources.....	.....	1,009 39
Total income.....	.....	\$ 2,635,455 52
Deficit.....	.....	.....
Deductions from income—	.....	.....
Salaries and maintenance of organization.....	8,154 72	.....
Interest on funded debt accrued, page 23.....	1,077,118 47	.....
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	.....	.....
Rents, page 47, A.....	.....	.....
Taxes.....	.....	.....
Permanent improvements, page 29.....	.....	.....
Other deductions.....	91,781 09	.....
Sinking fund payments.....	108,960 00	.....
Total deductions from income.....	.....	1,286,014 28
Net income.....	.....	\$ 1,349,441 24
Deficit.....	.....	.....
Dividends, 6%, common stock.....	1,440,000 00	.....
Dividends, 4%, preferred stock.....	.....	.....
Other payments from net income.....	.....	.....
Total.....	.....	1,440,000 00
Surplus from operations of year ending June 30, 1891.....	.....	.....
Deficit from operations of year ending June 30, 1891.....	.....	90,558 76
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....	.....	420,055 19
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....	.....	.....
Additions for year.....	.....	.....
Deductions for year.....	.....	.....
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....	.....	\$ 329,496 43
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....	.....	.....

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Railway and Navigation Company, 1891.*

## STOCKS OWNED.

<i>Name.</i>	<i>Total par value.</i>	<i>Rate.</i>	<i>Income or dividend received.</i>	<i>Valuation.</i>
Washington and Idaho Railroad Co.-----	\$ 2,308,200 00	-----	-----	\$ 461,640 00
Oregon Railway Extensions Company-----	1,000,000 00	-----	-----	200,000 00
Washington Dalles Railroad Company-----	50,000 00	-----	-----	1,500 00
Cascades Railroad Company-----	150,000 00	-----	-----	150,000 00
Walla Walla and Columbia River R. R. Co.	700,000 00	-----	-----	631,350 00
Mill Creek Flume and Manufacturing Co.	200,000 00	-----	-----	165,750 00
Columbia and Palouse Railroad Company, bonds and stock-----	3,829,000 00	-----	-----	*2,489,520 00
Total-----	\$ 8,237,200 00	-----	-----	\$ 4,099,760 00

\*The valuation as between the bonds and stock cannot be shown. The par value of the bonds is \$2,829,000, and of the stock \$1,000,000.

## BONDS OWNED.

<i>Name.</i>	<i>Total par value.</i>	<i>Rate.</i>	<i>Income or dividend received.</i>	<i>Valuation.</i>
Willamette Trans. and Locks Co.-----	\$ 350,000 00	4%	\$ *21,000 00	\$ 474,045 63
Washington and Idaho Railroad Co.-----	4,060,000 00	-----	-----	†3,581,038 69
Oregon Railway Extensions Company-----	1,511,580 00	-----	-----	†1,264,465 31
Total-----	\$ 5,921,580 00	-----	\$ *21,000 00	\$ 5,319,569 63

\*This income was received by the Oregon Short Line and Utah Northern Railway Co., lessee.

†These bonds are placed in trust to secure this company's collateral trust bonds.

## MISCELLANEOUS INCOME.

<i>Item.</i>	<i>Gross income.</i>	<i>Less expenses.</i>	<i>Net miscellaneous income.</i>
Miscellaneous interest-----	-----	-----	\$ 1,009 39
Total-----	-----	-----	\$ 1,009 39

## Oregon Railway and Navigation Company, 1891.

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890.		June 30, 1891.		Year ending June 30, 1891.		
Item.	Total.	Assets.	Item.	Total.	Increase.	Decrease.
		{ Cost of road, page 29 { Cost of equipment, page 29 Stocks and bonds of other companies owned, p. 37 Bonds of other companies owned, page 39 Other permanent investments Railroad company bonds in trust, page 39 Lands and real estate owned Cash and current assets, page 23 Other assets— •Materials and supplies Sinking fund Sundries Profit and loss Grand total.				
\$ 35,155,611 06			\$	\$ 36,206,571 55	\$ 1,140,960 50	\$
4,081,010 00				4,099,760 00	18,750 00	
474,045 63				474,045 63		
1,322,041 13				1,000,522 89		321,518 24
3,869,460 00				4,845,594 00	976,064 00	
637,868 07				637,868 07		
446,564 80				380,352 57		56,211 73
				25,885 18	25,885 18	
\$ 45,986,600 18			\$ 47,770,529 89	\$ 1,783,929 71		
		Liabilities.				
\$ 24,000,000 00				\$ 24,000,000 00		
20,367,000 00				20,550,000 00	183,000 00	
234,989 16				1,815,854 33	1,580,865 17	
106,958 83				106,629 13	1,633 30	
10,000 00				10,000 00		
420,055 19				829,496 43		90,558 76
847,560 00			956,520 00	108,960 00		
\$ 45,986,600 18			\$ 47,770,529 89	\$ 1,783,929 71		

\* See note on page 36.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —FRANK J. MILLER, clerk.]

*Oregon Railway and Navigation Company, 1891.*

## SECURITY FOR FUNDED DEBT—PAGE 23.

Class of bond or obligation.	What road mortgaged.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles.				
First mortgage bonds.	Portland	Huntington	402.67	Not specified.	All.	All.	As specified in schedule annexed to mortgage.
	Willows Jet.	Heppner	45.34				
	Bolles	Dayton	13.33				
	Starbuck	Pomeroy	30.00				
	Umatilla	Walla	27.49				
	Pendleton	Blue Mountain	28.15				
	Milton	Walla Walla.	12.79				
	Walla Walla.	La Crosse	81.10				
	All		1,059.33				
	Consolidated m'tgage bonds						
Collateral trust bonds.	None.						{ \$4,050,000 Wash. & Id. R. R. Co. bonds.
							{ \$1,511,580 Or. Ry. Ext. Co. bonds.

*Oregon Railway and Navigation Company, 1891.***IMPORTANT CHANGES DURING THE YEAR.**

1. All extensions of road put in operation.  
27.56 miles were constructed and put in operation during the year.  
The mileage from East Portland to Albina was omitted from last year's report.
2. Decrease in mileage by line abandoned or line straightened.  
The difference in the mileage as reported this year and last which is not accounted for by the above changes is due to rechainning.
3. All important physical changes (other than those above referred to).  
None.
4. All leases taken or surrendered.  
None.
5. All consolidations or reorganizations effected.  
None.
6. All new stocks issued.  
None.
7. All new bonds issued.

The funded debt has been increased during the year by \$183,000, as follows:

<i>Increase—</i>	
Consolidated mortgage bonds issued .....	\$276,000 00
Collateral trust bonds issued .....	29,000 00—\$305,000 00
<i>Decrease—</i>	
First mortgage bonds cancelled .....	122,000 00
Net increase .....	\$183,000 00

8. All important financial changes (other than those above referred to).  
\$122,000 first mortgage bonds were called in and cancelled during the year under the operations of the sinking fund.

\$276,000 consolidated mortgage bonds were issued during the year in payment of betterments and equipment.

\$29,000 collateral trust bonds were issued during the year in payment of construction.

This company received during the year \$760,500 Washington and Idaho Railroad Company and \$459,580 Oregon Railway Extensions Company first mortgage bonds in payment of construction of those companies' roads. All of these bonds, with the exception of \$187,500 Washington and Idaho Railroad Company bonds, have been placed in trust to secure collateral trust bonds of this company.

This company received during the year \$18,750 in Washington and Idaho Railroad Company stock in payment of construction.

**OATH.**

STATE OF NEW YORK, }  
County of New York. } ss.

We, the undersigned, Sidney Dillon, President, and Oliver W. Mink, Comptroller, of the Oregon Railway and Navigation Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, or have caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made; excepting always such statements as have been made in accordance with rules prescribed by the Railroad Commissioners of Oregon, the accuracy of which the company neither admits nor denies.

SIDNEY DILLON,  
President.

OLIVER W. MINK,  
Comptroller.

Subscribed and sworn to before me this 9th day of February, 1892.

[SEAL.]

EDWARD CANFIELD,  
Notary public, New York county, New York.



**REPORT**  
**OF THE**  
**OREGON AND CALIFORNIA RAILROAD COMPANY.**  
(SOUTHERN PACIFIC COMPANY, LESSEE.)

*For the year ending June 30, 1891.*

**HISTORY.**

1. Name of common carrier making this report? Oregon and California Railroad Company.

2. Date of organization? March 17, 1870.

3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.

4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] Oregon Central Railroad Company of Salem, incorporated April 22, 1867; Oregon Central Railroad Company, incorporated November 21, 1866; Western Oregon Railroad Company, incorporated January 27, 1879; Albany and Lebanon Railroad Company, incorporated February 28, 1880; Oregonian Railroad Company, incorporated April 16, 1890. All incorporated under the laws of the state of Oregon.

5. Date and authority for each consolidation. Oregon Central Railroad Company of Salem, consolidated March 29, 1870; Oregon Central Railroad Company, consolidated September 1, 1880; Western Oregon Railroad Company, consolidated October 9, 1880; Albany and Lebanon Railroad Company, consolidated May 6, 1881; Oregonian Railroad Company (purchase of East Side line), December 4, 1890. Authority: General incorporation laws of the state of Oregon; resolutions of the board of directors and stockholders of each company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Reorganized under the old corporate name May 24, 1881. The original capital stock

*Oregon and California Railroad Company, 1891.*

was extinguished, first mortgage bonds converted into preferred stock, unpaid interest converted into common stock.

7. [For companies not making operating reports.] What carrier operates the road of this company? Southern Pacific Company.

## ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
E. H. Pardee.....	New York City, New York.....	April, 1892.
C. P. Huntington.....	New York City, New York.....	
Chas. F. Crocker.....	San Francisco, California.....	
W. V. Huntington.....	San Francisco, California.....	
Timothy Hopkins.....	San Francisco, California.....	
R. Koehler.....	Portland, Oregon.....	
Donald Macleay.....	Portland, Oregon.....	
John McCracken.....	Portland, Oregon.....	
R. P. Earhart.....	Portland, Oregon.....	
W. W. Bretherton.....	Portland, Oregon.....	
Geo. H. Andrews.....	Portland, Oregon.....	

Total number of stockholders at date of last election? Eighteen.

Date of last meeting of stockholders for election of directors? April 14, 1891.

Give postoffice address of general office. Portland, Oregon.

Give postoffice address of operating office. San Francisco, California.

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	{ President, or in his absence } { Vice or Second Vice-Presid't }	
President.....	E. H. Pardee.....	New York, N. Y.
First vice-president.....	C. P. Huntington.....	New York, N. Y.
Second vice-president and manager.....	R. Koehler.....	Portland, Or.
Third vice-president.....		
Secretary.....	Geo. H. Andrews.....	Portland, Or.
Treasurer.....	Timothy Hopkins.....	San Francisco, Cal.
Assistant treasurer.....	F. G. Ewald.....	Portland, Or.
General solicitor.....	Creed Haymond.....	San Francisco, Cal.
Attorney or general counsel.....		
Comptroller.....	G. L. Lansing.....	San Francisco, Cal.
Assistant comptroller.....		
Auditor.....	E. C. Wright.....	San Francisco, Cal.
Assistant auditor.....		
General manager.....	A. N. Towne.....	San Francisco, Cal.
Assistant general manager.....		
Chief engineer.....	Wm. Hood.....	San Francisco, Cal.
Superintendent.....	L. R. Fields.....	Portland, Or.
Assistant general superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....	Richard Gray.....	San Francisco, Cal.
Assistant traffic manager.....		
General freight agent.....	C. F. Smurr.....	San Francisco, Cal.
Assistant general freight agent.....	E. P. Rogers.....	Portland, Or.
General passenger agent.....	T. H. Goodman.....	San Francisco, Cal.
Assistant general passenger agent.....	E. P. Rogers.....	Portland, Or.
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....	W. H. Mills.....	San Francisco, Cal.

*Oregon and California Railroad Company, 1891.***PROPERTY OPERATED.**

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order :

- |   |   |
|---|---|
| 1. Railroad line represented by capital stock :<br>(a) Main line.<br>(b) Branches and spurs.<br>2. Proprietary companies whose entire capital stock is owned by this company. | 3. Line operated under lease for specified sum.<br>4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.<br>5. Line operated under trackage rights. |
|---|---|

Name of every railroad the operations of which are included in the income account, page 31.

Name.	Terminals.		Miles line for each road named.	Miles line for each class of road named.
	From—	To—		
(a) Oregon and California Railroad	Portland	Cal. State Line	366.80	366.80
(b) Oregon and California Railroad	Portland	Corvallis	96.50	187.80
	Albany Junction	Lebanon	11.50	
	Woodburn	Coburg	79.80	
Total mileage operated				554.60

On December 5, 1890, the Oregon and California Railroad Company purchased from the Oregonian Railroad Company the line from Woodburn to Coburg, 79.80 miles, and the operations of it are included in this report from that date.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon and California Railroad Company, 1891.*

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 83.

Name.	Terminals.		By what company operated.	Under what kind of a contract operated.	Miles of line.
	From—	To—			
Oregon and California Railroad.....	<div> <div>Portland</div> <div>Portland</div> <div>Albany Junction</div> <div>Woodburn</div> </div>	<div> <div>California State Line</div> <div>Corvallis</div> <div>Lebanon</div> <div>Coburg</div> </div>	Southern Pacific Company.....	<div> <div>Lease.....</div> <div>Lease.....</div> <div>Lease.....</div> <div>Lease.....</div> </div>	<div> <div>366.80</div> <div>96.50</div> <div>11.50</div> <div>79.80</div> </div>
Total.....					554.60

## NATURE OF CONTRACT.

Give here a full explanation of the contract existing between road (or roads) and the company by which it is operated. The property of this company is leased to the Southern Pacific Company for forty years from July 1, 1887. The lessee is to operate the property, and out of the income received therefrom to pay the expenses of operation, maintenance, taxes, and the interest on bonded and floating debt of this company. Of the net income remaining after such payments, so much thereof as shall amount to 7% on its then outstanding preferred stock, and 6% on its then outstanding common stock is to be paid to this company, the balance to be retained by the lessee. Betterments and additions to the leased property are to be made by the lessee, and the payment therefor become annually a charge to this company.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the bank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon and California Railroad Company. 1891.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and out- standing.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—						
Common	70,000	\$ 100 00	\$ 7,000,000 00	\$ 7,000,000 00		
Preferred	120,000	100 00	12,000,000 00	12,000,000 00		
Total	190,000	\$ 100 00	\$ 19,000,000 00	\$ 19,000,000 00		
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amt issued during year.	Total number of shares issued.	Total cash real- ized.	Remarks.	
Issued for cash—						
Common						
Preferred						
Issued for construction—						
Common						
Preferred						
* Issued for reorganization—						
Common			70,000	\$ 7,000,000 00		
Preferred			120,000	12,000,000 00		
Issued for						
Total			190,000	\$ 19,000,000 00		

\* Reorganization was effected in May, 1891, when bondholders became stockholders upon surrender of bonds; common stock was issued for unpaid interest. Preferred stock was issued for bond principal.









## Oregon and California Railroad Company, 1891.

## RECAPITULATION.

## A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock, page 17.....	\$ 19,000,000 00					
Bonds, page 19 (grand total).....	16,645,000 00					
Equipment trust obligations, page 21.....						
Total.....	\$ 35,645,000 00					

\* Capital stock and mortgages cover railroad, telegraph lines, rolling stock, ferry steamers, etc., also lands granted by the United States. The amount on each cannot be stated separately.

## B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
Oregon and California Railroad.....	\$ 19,000,000 00	\$ 16,645,000 00		\$ 35,645,000 00	†	
Total.....	\$ 19,000,000 00	\$ 16,645,000 00		\$ 46,385,884 83		

† The funded debt covers railroads, telegraph lines, rolling stock, ferry steamers, and lands granted by the United States. The amount per mile of road cannot therefore be correctly stated.

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon and California Railroad Company, 1891.***COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**

Item.	Expenditures during year.				Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.		Charged to income account as permanent improvements.			
		Charged to construction or equipment.					
Construction—	\$	\$	\$	\$	\$	\$	
Right of way.....				435 60			
Other real estate.....				104,281 06			
Fences, cattle guards and crossings.....				4,668 63			
Grading and bridge and culvert masonry.....				1,565 52			
Bridges and trestles.....				2,558 89			
Relaying tracks with steel rails.....				91,819 00			
Ties.....							
Ballasting.....				64,443 38			
Buildings, furniture and fixtures.....				20,239 86			
Shop machinery and tools.....				6,896 42			
Engineering expenses.....							
Interest during construction.....							
Discount on securities sold for construction.....							
Telegraph line.....							
Wharfing, etc.....				25,256 13			
Sidings, yard extensions, and turntables.....				273,265 35			
Terminal facilities and elevators.....				1,677,759 29			
Road built by contract.....				2,437 34			
Purchase of constructed road.....							
Other items.....							
Total construction.....				\$ 2,275,568 07			
Equipment—							
Locomotives.....				8,013 22			
Passenger cars.....							
Sleeping, parlor and dining cars.....							
Baggage, express and postal cars.....				96 72			
Combination cars.....							
Freight cars.....							
Other cars of all classes.....				536 54			
Floating equipment.....							
Total equipment.....				\$ 8,646 48			
Grand total cost construction, equipment, etc.....				\$ 2,284,214 55	\$ 31,318,750 00	\$ 33,602,964 55	\$ 60,522 00

\*Owing to consolidation and reorganization it is impossible to show this detail.

*Oregon and California Railroad Company, 1891.*

## INCOME ACCOUNT.

SOUTHERN PACIFIC COMPANY, LESSEE, FOR OREGON AND CALIFORNIA R. R.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$ 2,085,083 79	
Less operating expenses, page 45.....	1,679,281 89	
Income from operation.....		\$ 405,801 90
Deficit.....		
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....	1,306 50	
Income from other sources.....		\$ 1,306 50
Total income.....		\$ 407,108 40
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....	\$ 755,472 77	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	7,782 84	
Rents, page 47, A.....		
Taxes.....	60,585 35	
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		823,840 96
Net income.....		\$ 416,732 56
Deficit.....		
Dividends, %, common stock.....		
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		
*Deficit from operations of year ending June 30, 1891.....		\$ 416,732 56
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

\* The deficit shown here is approximately correct for the operation of the Oregon and California Railroad covering the year ending June 30, 1891. Settlements under lease are made annually only for the year ending December 31st.

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon and California Railroad Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road.....	\$.....	\$.....
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....	11,250 07	
Land sales.....	136,935 68	
Income from other sources.....		148,185 75
Total income.....		\$ 148,185 75
Deficit.....		
Deductions from income—		
Salaries and maintenance of organization.....		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....		
Land department expenses.....	47,478 77	
Reserved for redemption of bonds.....	41,135 14	
Loss from operating under lease with Southern Pacific Company, year ending December 31, 1890.....	388,395 32	
Discount on bonds sold.....	39,500 00	
Total deductions from income.....		516,509 23
Net income.....		\$.....
Deficit.....		368,323 48
Dividends, %, common stock.....		
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		\$.....
Deficit from operations of year ending June 30, 1891.....		368,323 48
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		92,053 79
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		\$.....
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		276,269 69

Under the lease with the Southern Pacific Company accounts are rendered by that company for year ending December 31st, and the income account on this page is made up from the statement of account rendered for year ending December 31, 1890. On the preceding page the Southern Pacific Company has made a statement approximately for year ending June 30, 1891. The financial result for the Oregon and California Railroad Company on June 30, 1891, will show a much larger deficit than shown on this page when the figures for the first six months of the year 1891 are obtained and incorporated in the income account.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon and California Railroad Company, 1891.*

## • EARNINGS FROM OPERATION.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue.....	\$ 1,048,894 81	\$	
Less repayments—			
Tickets redeemed.....		3,244 73	
Excess fares refunded.....		268 77	
Other repayments.....		15,436 82	
Total deductions.....		\$ 18,950 32	
Total passenger revenue.....			\$ 1,029,444 49
Mail.....			87,053 72
Express.....			39,596 77
Extra baggage and storage.....			17,993 52
Other items.....			32,391 99
Total passenger earnings.....			\$ 1,206,482 49
Freight—			
Freight revenue.....	\$ 850,148 86		
Less repayments—			
Overcharge to shippers.....		2,641 32	
Other repayments.....		4,169 58	
Total deductions.....		\$ 6,810 90	
Total freight revenue.....			\$ 843,337 96
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			\$ 843,337 96
Total passenger and freight earnings.....			\$ 2,049,820 45
Other earnings from operation—			
Car mileage, balance.....			16,437 64
Switching charges, balance.....			
Telegraph companies.....			272 41
Rents from tracks, yards, and terminals, page 41.....			4,899 59
Rents not otherwise provided for.....			14,153 70
Other sources.....			
Total other earnings.....			\$ 35,263 34
Total gross earnings from operation, Oregon.....			\$ 2,085,083 79
Total gross earnings from operation, entire line.....			

## MISCELLANEOUS INCOME.

<i>Item.</i>	<i>Gross income.</i>	<i>Less expenses.</i>	<i>Net miscellaneous income.</i>
Interest collected on time contracts for lands sold prior to May 12, 1887.....	\$ 11,110 97		\$ 11,110 97
Interest on bills receivable.....	139 10		139 10
Total.....	\$ 11,250 07		\$ 11,250 07

*Oregon and California Railroad Company, 1891.***OPERATING EXPENSES.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
<b>Maintenance of way and structures—</b>			
Repairs of roadway			\$ 322,994 95
Renewals of rails			8,756 59
Renewals of ties			57,123 07
Repairs of bridges and culverts			161,516 99
Repairs of fences, road-crossings, signs, and cattle guards			17,701 50
Repairs of buildings			19,744 14
Repairs of docks and wharves			10,248 10
Repairs of telegraph			230 82
Other expenses			40,338 14
<b>Total</b>			<b>\$ 638,714 30</b>
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives			\$ 51,758 66
Repairs and renewals of passenger cars			47,738 28
Repairs and renewals of freight cars			39,446 86
Repairs and renewals of ferry-boats, tugs, floats, and barges			485 88
Shop machinery, tools, etc.			2,159 97
Other expenses			15,337 38
<b>Total</b>			<b>\$ 156,922 03</b>
<b>Conducting transportation—</b>			
Wages of enginemen, firemen, and round-house men			\$ 108,630 21
Fuel for locomotives			128,004 97
Water supply for locomotives			9,741 04
All other supplies for locomotives			6,816 14
Wages of other trainmen			84,891 17
All other train supplies			8,032 77
Wages of switchmen, flagmen and watchmen			9,790 66
Expense of telegraph, including train dispatchers and operators			29,867 90
Wages of station agents, clerks, and laborers			106,308 40
Station supplies			4,675 06
Switching charges, balance			2,440 03
Car mileage, balance			40,176 80
Loss and damage			140,231 20
Injuries to persons			350 87
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies			46,456 42
Other expenses			
<b>Total</b>			<b>\$ 726,413 64</b>
<b>General expenses—</b>			
Salaries of officers			\$ 26,814 44
Salaries of clerks			35,616 75
General office expenses and supplies			5,784 97
Agencies, including salaries and rent			5,087 83
Advertising			3,316 11
Commissions			2,545 85
Insurance			
Expense of fast freight lines			
Expense of traffic associations			621 79
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B			36,000 00
Rents not otherwise provided for			3,434 84
Legal expenses			25,427 93
Stationery and printing			5,718 82
Other general expenses			6,862 59
<b>Total</b>			<b>\$ 157,231 92</b>

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon and California Railroad Company, 1891.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures			
Maintenance of equipment			
Conducting transportation			
General expenses			
Grand total			
Percentage of expenses to earnings, entire line			
Operating expenses, Oregon (approximate)—			
Maintenance of way and structures			\$ 638,714 30
Maintenance of equipment			156,922 03
Conducting transportation			726,413 64
General expenses			157,231 92
Total			\$ 1,679,281 89
Percentage of expenses to earnings for Oregon			79.77

**RENTALS PAID.****A.—RENTS PAID FOR LEASE OF ROAD.**

<i>Name of road.</i>	<i>Interest on bonds guaranteed.</i>	<i>Dividends on stocks guaranteed.</i>	<i>Cash.</i>	<i>Total.</i>
Total rents, A				

**B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.**

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks—				
Yards—				
Terminals—				
Depot and terminal facilities	Portland, Or.	N. Pacific Terminal Co.	\$ 26,000 00	
Willamette river bridge	Portland, Or.	Or. Ry. & Nav. Co.	10,000 00	
Grand total, B.				\$ 36,000 00

## Oregon and California Railroad Company, 1891.

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890.		Assets.	June 30, 1891.		Year ending June 30, 1891.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$	\$ 31,318,750 00	{ Cost of road, page 29 } { Cost of equipment, page 29 } Stocks of other companies owned, page 37. Bonds of other companies owned, page 39. Other permanent investments Real estate * Lands owned Cash and current assets, page 23. Other assets— Materials and supplies Sinking fund Sundries Deferred payments on land sales. Profit and loss.	\$	\$ 33,602,964 55	\$ 2,281,214 55	\$
	40,004 32			38,896 99		
	1,704,325 03			1,439,115 27		1,107 33
						265,209 76
185,942 74						
383,640 60	569,583 34				54,914 20	
				276,269 69	276,269 69	
	\$ 33,632,662 69			\$ 35,981,744 04	\$ 2,615,398 44	\$ 266,317 09
		Liabilities. Capital stock, page 1/ Funded debt, page 23. Current liabilities, page 23. † Accrued interest on funded debt not yet payable Income for redemption of bonds. Profit and loss.				
	\$ 19,000,000 00			\$ 19,000,000 00		
	14,245,000 00			16,645,000 00	2,400,000 00	
235,608 90				336,744 04	41,135 14	
92,033 79						92,033 79
	\$ 33,632,662 69			\$ 35,981,744 04	\$ 2,441,135 14	\$ 92,033 79

\* Lands granted by the United States, value not taken up in accounts.

† Payable by Southern Pacific Company, lessee.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company —FRANK J. MILLER, clerk.]



*Oregon and California Railroad Company, 1891.***IMPORTANT CHANGES DURING THE YEAR.**

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All important physical changes (other than those above referred to). 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All important financial changes (other than those above referred to).

1 and 2. None.

3. On December 5, 1890, this company purchased from the Oregonian Railway Company the line from Woodburn to Coburg, 79.80 miles, and turned the same over to the Southern Pacific Company for operation, to be included under the lease of July 1, 1887.

4, 5, and 6. None.

7. On December 31, 1890, \$2,400,000 first mortgage bonds were issued to provide for the purchase of road from Woodburn to Coburg, and for future improvements.

8. The lease of July 1, 1887, was modified during the year providing that betterments and additions be made for, and that the net profit (or deficit) be for account of this company.

**CONTRACTS, AGREEMENTS, ETC.**

Here give a concise statement of all existing contracts, agreements, arrangements, etc. with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Contract with Wells, Fargo & Co. provides that the railroad shall transport express matter, and payment shall be made for such service at agreed rates.

2. Rates are fixed by the government, and are subject to the terms of the acts of Congress granting aid for the construction of the road.

3. These cars are operated by the Pullman Palace Car Company, which owns an interest in the cars. The net profit or loss from their operation is divided in proportion to the interest owned by each company.

4, 5, and 6. These contracts principally apply to interstate traffic.

7. Telegraph lines are operated jointly with Western Union Telegraph Company under contract entered into for their operation. These company received aid in its construction from the United States, and is subject by the acts granting such aid to certain restrictions and conditions regarding the transportation of freight, passengers and mails. These acts of Congress constitute contracts between the railroad and the United States.

**SECURITY FOR FUNDED DEBT — PAGE 23.**

Class of bond or obligation.	What road mortgaged.		Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—				
First mortgage bonds.	Portland	Cal. State Line	367.119			
	Portland	Corvallis	96.800			
	Albany Jct.	Lebanon	11.500			
	Woodburn	Coburg	79.800			

\* The mortgage covers the railroad, telegraph line, and equipment, also the lands granted by the United States.

*Oregon and California Railroad Company, 1891.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....	22	8,030	\$ 36,600 84	\$ 4 56
General office clerks.....	49	17,865	38,120 64	2 13
Station agents.....	40	29,200	44,898 24	1 54
Other station men.....	76	27,740	51,608 40	1 86
Enginemen.....	51	15,912	69,749 64	4 38
Firemen.....	48	14,976	38,119 68	2 55
Conductors.....	30	10,960	35,124 52	3 20
Other trainmen.....	77	28,105	63,806 44	2 27
Machinists.....	31	9,672	30,634 20	3 17
Carpenters.....	156	48,672	151,200 60	3 10
Other shopmen.....	150	46,800	115,308 00	2 46
Section foremen.....	88	27,456	66,420 00	2 42
Other track men.....	812	253,344	348,776 28	1 38
Switchmen, flagmen, and watchmen.....	9	3,285	6,866 00	1 94
Telegraph operators and dispatchers.....	21	7,665	17,460 00	2 28
Employés—account floating equipment.....	1	365	810 00	2 22
All other employés and laborers.....	45	18,949	32,474 88	2 34
Total (including general officers), Oregon.....	1,746	563,986	\$ 1,147,537 36	2 03
Less general officers.....	22	8,030	36,600 84	4 56
Total (excluding general officers), Oregon.....	1,724	555,956	\$ 1,110,936 52	2 00
Distribution of above—				
General administration.....	71	25,806	\$ 74,721 48	\$ 2 89
Maintenance of way and structures.....	1,056	329,472	566,396 88	1 72
Maintenance of equipment.....	181	56,472	145,912 20	2 58
Conducting transportation.....	438	152,147	360,476 80	2 37
Total (including general officers), Oregon.....	1,746	563,986	\$ 1,147,537 36	2 03
Less general officers.....	22	8,030	36,600 84	4 56
Total (excluding general officers), Oregon.....	1,724	555,956	\$ 1,110,936 52	2 00

*Oregon and California Railroad Company, 1891.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue.....	538,462	\$.....
Number of passengers carried one mile.....	37,186,628	
Average distance carried.....	70	
Total passenger revenue, page 35.....		1,029,444.49
Average amount received from each passenger.....		1.91182
Average receipts per passenger per mile.....		.02768
Estimated cost of carrying each passenger one mile.....		
Total passenger earnings, page 35.....		1,206,482.49
Passenger earnings per mile of road.....		2,345.55376
Passenger earnings per train-mile.....		1.73842
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....	357,352	
Number of tons carried one mile.....	32,865,862	
Average distance haul of one ton.....	92	
Total freight revenue, page 35.....		843,337.96
Average amount received for each ton of freight.....		2.35996
Average receipts per ton per mile.....		.02566
Estimated cost of carrying one ton one mile.....		
Total freight earnings, page 35.....		843,337.96
Freight earnings per mile of road.....		1,639.55511
Freight earnings per train-mile.....		1.91894
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35.....		1,872,782.76
Passenger and freight revenue per mile of road.....		3,640.92532
Passenger and freight earnings, page 35.....		2,049,820.45
Passenger and freight earnings per mile of road.....		3,935.10887
Gross earnings from operation, page 35.....		2,085,083.79
Gross earnings from operation per mile of road.....		4,053.66524
Expenses, page 45.....		1,679,281.89
Expenses per mile of road.....		3,264.73529
<b>Train mileage—</b>		
Miles run by passenger trains.....	680,290	
Miles run by freight trains.....	398,325	
Miles run by mixed trains.....	54,875	
Total mileage trains earning revenue.....	1,133,490	
Miles run by switching trains.....	79,584	
Miles run by construction and other trains.....	101,925	
Grand total train mileage.....	1,374,999	
Mileage of loaded freight cars—north or east.....	2,273,156	
Mileage of loaded freight cars—south or west.....	1,688,837	
Mileage of empty freight cars—north or east.....	360,277	
Mileage of empty freight cars—south or west.....	914,484	
Average number of freight cars in train.....	11.92	
Average number of loaded cars in train.....	9.02	
Average number of empty cars in train.....	2.90	
Average number of tons of freight in train.....	74.78	
Average number of tons of freight in each loaded car.....	8.29	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon and California Railroad Company, 1891.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain.....			73,039	20.34
	Flour.....			23,711	6.64
	Other mill products.....			5,870	1.64
	Hay.....			6,732	1.88
	Tobacco.....			106	.03
	Cotton.....				
	Fruit and vegetables.....			14,368	4.02
Products of animals.	Other.....			2,041	.57
	Live stock.....			14,982	4.19
	Dressed meats.....			122	.03
	Other packing-house products.....			46	.01
	Poultry, game, and fish.....			377	.10
	Wool.....			946	.27
	Hides and leather.....			460	.13
Products of mines.	Other.....			18	.01
	Base metals, pig or bar.....			115	.03
	Bituminous coal.....			1,032	.29
	Coke.....			574	.16
	Ores.....			333	.09
	Stone, sand, and other like articles.....			4,918	1.38
	Other.....			992	.28
Products of forest.	Lumber.....			43,229	12.00
	Wood.....			14,827	4.15
	Other.....			575	.16
	Petroleum and other oils.....			1,122	.31
	Sugar.....			1,556	.44
	Naval stores.....			1	—
	Iron, pig and bloom.....			1,702	.48
Manufac- tures.	Iron and steel rails.....			1,192	.34
	Other castings and machinery.....			2,790	.78
	Bar and sheet metal.....			503	.14
	Cement, brick, and lime.....			3,323	.93
	Agricultural implements.....			1,070	.30
	Wagons, carriages, tools, etc.....			2,323	.65
	Wines, liquors, and beers.....			1,066	.30
Merchandise	Household goods and furniture.....			2,607	.73
	Other.....			14,772	4.12
	Miscellaneous—other commodities not men- tioned above.....			48,446	13.56
	Company freight.....				
				62,658	17.26
	Total tonnage, Oregon.....			357,352	100.00
	Total tonnage, entire line.....				

*Oregon and California Railroad Company, 1891.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....	4	51	47	Westinghouse		
Freight.....		2				
Switching.....						
Leased.....						
Total locomotives.....	4	53	47	Westinghouse		
Cars in passenger service—						
First-class passenger cars.....	3	32	32	Westinghouse	32	Miller.
Second-class passenger cars.....	2	2	2	Westinghouse	2	Miller.
Combination passenger cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....		6	6	Westinghouse	6	Miller.
Baggage, express, and postal cars.....	2	23	23	Westinghouse	23	Miller.
Other cars in passenger service.....		1	1	Westinghouse	1	Miller.
Total.....	7	64	64	Westinghouse	64	Miller.
Cars in freight service—						
Box cars.....	49	491	67	Westinghouse		
Flat cars.....	74	315	106	Westinghouse		
Stock cars.....	23	23	17	Westinghouse		
Coal cars.....						
Tank cars.....						
Refrigerator cars (fruit).....	1	23	23	Westinghouse	23	Miller.
Other cars.....						
Total.....	145	852	213	Westinghouse	23	Miller.
Cars in company's service—						
Gravel cars.....		33				
Derrick cars.....		3				
Caboose cars.....	4	14				
Other road cars.....		1				
Total.....	4	51				
Cars contributed to fast freight line service.....						
Total cars owned.....	156	967	277	Westinghouse	87	Miller.
Cars leased.....						
Grand total cars.....	156	967	277	Westinghouse	87	Miller.

## Oregon and California Railroad Company, 1891.

MILEAGE.  
A.—MILEAGE OF ROAD OPERATED BY LESSEE.

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under track rights.	Total mileage operated.	New line purchased during year.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.	366.80	187.80					554.60	79.80	92.05	462.55
Miles of second track.										
Miles of third track.										
Miles of fourth track.										
Miles of yard track and sidings.	36.40	14.94					51.34	7.01	51.34	
Total mileage operated (all tracks).	403.20	202.74					605.94	86.81	143.39	462.55

## B.—MILEAGE OF LINE BY STATES AND TERRITORIES.

## I.—MILEAGE OPERATED BY LESSEE.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line purchased during year.	Total mileage, excluding track rights.	Line operated under track rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Oregon.	366.80	187.80				79.80	554.60		92.05	462.55
Total mileage operated (single track).	366.80	187.80				79.80	554.60		92.05	462.55

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT (ENGINEER MILEAGE).

Oregon.	367,119	188,100					555,219			
Total mileage owned (single track).	367,119	188,100					555,219			

*Oregon and California Railroad Company, 1891.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....	4	51	47	Westinghouse		
Freight.....						
Switching.....						
Leased.....						
Total locomotives.....	4	53	47	Westinghouse		
Cars in passenger service—						
First-class passenger cars.....	3	32	32	Westinghouse	32	Miller.
Second-class passenger cars.....	2	2	2	Westinghouse	2	Miller.
Combination passenger cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....		6	6	Westinghouse	6	Miller.
Baggage, express, and postal cars.....	2	23	23	Westinghouse	23	Miller.
Other cars in passenger service.....		1	1	Westinghouse	1	Miller.
Total.....	7	64	64	Westinghouse	64	Miller.
Cars in freight service—						
Box cars.....	49	491	67	Westinghouse		
Flat cars.....	74	315	105	Westinghouse		
Stock cars.....	23	23	17	Westinghouse		
Coal cars.....						
Tank cars.....						
Refrigerator cars (fruit).....	1	23	23	Westinghouse	23	Miller.
Other cars.....						
Total.....	145	852	213	Westinghouse	23	Miller.
Cars in company's service—						
Gravel cars.....		33				
Derrick cars.....		3				
Caboose cars.....	4	14				
Other road cars.....		1				
Total.....	4	51				
Cars contributed to fast freight line service.....						
Total cars owned.....	156	967	277	Westinghouse	87	Miller.
Cars leased.....						
Grand total cars.....	156	967	277	Westinghouse	87	Miller.

*Oregon and California Railroad Company, 1891.*

## MILEAGE.

## A.—MILEAGE OF ROAD OPERATED BY LESSEE.

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated during year.	New line purchased during year.		Rails.	
	Main line.	Branches and spurs.								Iron.	Steel.
Miles of single track.	366.80	187.80					554.60	79.80		92.05	462.55
Miles of second track.											
Miles of third track.											
Miles of fourth track.											
Miles of yard track and sidings.	36.40	14.94					51.34	7.01		51.34	
Total mileage operated (all tracks).	403.20	202.74					605.94	86.81		143.39	462.55

## B.—MILEAGE OF LINE BY STATES AND TERRITORIES.

## I.—MILEAGE OPERATED BY LESSEE.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line purchased during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Oregon	366.80	187.80				79.80	554.60		92.05	462.55
Total mileage operated (single track).	366.80	187.80				79.80	554.60		92.05	462.55

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT (ENGINEER MILEAGE).

Oregon	367.119	188.100					555.219			
Total mileage owned (single track).	367.119	188.100					555.219			





*Oregon and California Railroad Company, 1891.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		7		1		3		11
Falling from trains and engines.....		3				1		4
Overhead obstructions.....								
Collisions.....								
Derailments.....								
Other train accidents.....	2	10				1	2	11
At highway crossings.....								
At stations.....		4						4
Other causes.....		1			1	23	1	24
Total.....	2	25		1	1	28	3	54

Kind of accident.	Passengers.		Others.				Total.	
			Trespassing.		Not trespassing.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....								
Derailments.....								
Other train accidents.....	2	104	1	2			1	2
At highway crossings.....								
At stations.....	1	2	1	1	1		2	1
Other causes.....	1	3	4	1			4	1
Total.....	4	109	6	4	1		7	4

There was an accident to the California express train on November 17, 1890, at Lake Labish, caused as believed by the officials of the railroad company by the removal of a rail from a trestle-work by criminals not so far apprehended, which resulted in the derailment of the engine, mail, baggage and express cars, and the subsequent destruction of a part of the trestle, causing the remainder of it north of the wreck to fall forward, and taking with it the entire train of passenger coaches. This accident resulted in the killing of 2 employes, the injury of 12 train employes and attendants, and in the killing of 2 passengers and 1 tramp and the injury of 102 passengers and 2 tramps, which explains the unusual number of persons killed and injured in above statement.

*Oregon and California Railroad Company, 1891.*

## CHARACTERISTICS OF ROAD.

Working divisions or branches.			Alignment.			Profile.					
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
California State Line.	Ashland	26.00	144	15.73	10.27	3	226.45	16.67	3	126.76	8.93
Portland	Ashland	340.80	771	98.98	211.82	203	7,370.26	199.07	202	4,637.37	93.15
Portland	Corvallis	96.30	101	50.64	73.86	73	1,526.50	41.30	72	1,350.10	39.49
Albany Junction.	Lebanon	11.50	2	.43	11.07	1	172.30	9.83			
Woodburn.	Coburg										
Total.....		474.80	1,018	135.78	339.02	280	9,295.51	269.87	277	6,094.21	141.48

This company having only lately acquired the road from Woodburn to Coburg, cannot give the information asked for on this page, there having been no accurate records in the office. Surveys to obtain data are now being made.

*Oregon and California Railroad Company, 1891.*

## BRIDGES, TRESTLES, TUNNELS, ETC.

<i>Item.</i>	<i>Number.</i>	<i>Aggregate length, (Feet.)</i>	<i>Minimum length, (Feet.)</i>	<i>Maximum length, (Feet.)</i>	<i>Item.</i>	<i>Number.</i>	<i>Height of tower above surface of rail, (Feet.)</i>
Bridges—					Overhead highway crossings—		
Stone					Bridges		
Iron					Conduits		
Wooden	57	6,330.6	45.6	200	Trestles	1	23
Combination							
Total	57	6,330.6	8	20	Total	1	
Trestles	543	117,194	109	3,127	Overhead railway crossings—		
Tunnels	13	12,200			Bridges		
					Conduits		
					Trestles	1	21
					Total	1	
					Tunnels	13	19.6

This company having only lately acquired the road from Woodburn to Coburg, cannot give information under this head for that line.  
GUAGE OF TRACK—Four feet eight and one-half inches, 554.60 miles.

## TELEGRAPH.

## A.—OWNED BY COMPANY MAKING THIS REPORT.

<i>Operated by this company.</i>			<i>Operated by another company.</i>	
<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Name of operating company.</i>
26	26	26	26	{ Operated by railroad employes, who report to Western Union Telegraph Company for commercial business.

## B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Name of owner.</i>	<i>Name of operating company.</i>
528.60	1,628	Western Union Telegraph Company	Western Union Telegraph Company.

*Oregon and California Railroad Company, 1891.***CAR MILEAGE.**

State below all individuals, coöperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

American Refrigerator Transit Company.	Independent Refining Company.
Armour Refrigerator Line.	Jacob Dold Packing Company.
Anglo-American Provision Company.	Kansas City Dressed Beef Line.
Arnold Refrigerator Company.	Kentucky Southern Oil and Gas Company.
Abernethy Furniture Company.	Merchants' Despatch Transportation Co.
Blue Line.	Midland Line.
Boca Brewing Company.	Mitchell, Lewis & Co.
Bear Creek Refining Company.	Mutual Oil Company.
Canada Cattle Car Company.	National Despatch.
Canada Southern Line.	National Oil Company.
Chicago Refrigerator Car Company.	Penn Refining Company.
Cold Blast Transportation Company.	Pacific Coast Oil Company.
Crocker Chair Company.	Pullman Palace Car Company.
Cudahy-Mil Refrigerator Line.	Red Line Transit.
Empire Line.	St. Charles Car Company.
Climax Gasoline Company.	St. Louis Refrigerator Car Company.
California Fruit Transportation Company.	Southern Iron Car Company.
Cudahy Bros. Refrigerator Line.	Standard Oil Company (U. T. L.)
Canadian Pacific Despatch.	Swift Refrigerator Line.
Erie Despatch.	Silberhorn Company.
Ensign Manufacturing Company.	Scofield, Shurmer & Teagle.
Fredericksburg Brewing Company.	Union Line.
John Wieland Brewing Company.	Union Refrigerator Transit Company.
San Francisco Breweries, Limited.	Waverly Oil Company.
Goodell Refrigerator Car Company.	Waters-Pierce Oil Company.
Great Eastern Line.	White Line.
Green Line.	Wagner Palace Car Company.
Hicks Stock Car Company.	West Shore Line.
C. B. Havens & Co.	T. E. Wells & Co.
International Packing Company.	American Life Stock Transfer Company.

**OATH.**

STATE OF OREGON, }  
County of Multnomah. } ss.

We, the undersigned, R. Koehler, Second Vice-president of the Oregon and California Railroad Company and Manager of the lines in Oregon of the Southern Pacific Company, and Geo. H. Andrews, Secretary of the Oregon and California Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said companies; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said companies in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER,  
Second Vice-president O. & C. R. R. Co. and manager lines in Oregon of the Southern Pacific Co.  
GEO. H. ANDREWS,  
Secretary O. & C. R. R. Co.

Subscribed and sworn to before me this 9th day of September, 1891.

[SEAL.]

DAVID LORING,  
Notary public for Oregon.

# REPORT

## OF THE

### OREGONIAN RAILROAD COMPANY.

(SOUTHERN PACIFIC COMPANY, LESSEE.)

*For the year ending June 30, 1891.*

#### HISTORY.

1. Name of common carrier making this report? Oregonian Railroad Company, and Southern Pacific Company, lessee.

2. Date of organization? April 16, 1890.

3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] General incorporation laws of the state of Oregon.

4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.

5. Date and authority for each consolidation. None.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.

7. [For companies not making operating reports.] What carrier operates the road of this company? Southern Pacific Company since December 4, 1890.

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
C. P. Huntington.....	New York City, New York.....	} April, 1892.
F. E. Stillman.....	New York City, New York.....	
Thos. H. Hubbard.....	New York City, New York.....	
R. Koehler.....	Portland, Oregon.....	
W. W. Bretherton.....	Portland, Oregon.....	
Geo. H. Andrews.....	Portland, Oregon.....	
W. A. Grondahl.....	Portland, Oregon.....	

*Oregonian Railroad Company, 1891.*

Total number of stockholders at date of last election? Nine.  
 Date of last meeting of stockholders for election of directors? April 20, 1891.  
 Give postoffice address of general office. Portland, Oregon.  
 Give postoffice address of operating office. Portland, Oregon.

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board		
President	F. E. Stillman	New York, N. Y.
Vice-president	R. Koehler	Portland, Or.
Second vice-president and manager		
Third vice-president		
Secretary	W. W. Bretherton	Portland, Or.
Treasurer	Geo. H. Andrews	Portland, Or.
General solicitor		
Attorney or general counsel		
Comptroller	G. L. Lansing	San Francisco, Cal.
Assistant comptroller		
Auditor	E. C. Wright	San Francisco, Cal.
Assistant auditor		
General manager	A. N. Towne	San Francisco, Cal.
Assistant general manager		
Chief engineer	Wm. Hood	San Francisco, Cal.
Superintendent	L. R. Fields	Portland, Or.
Assistant general superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Traffic manager	Richard Gray	San Francisco, Cal.
Assistant traffic manager		
General freight agent	C. F. Smurr	San Francisco, Cal.
Assistant general freight agent	E. P. Rogers	Portland, Or.
General passenger agent	T. H. Goodman	San Francisco, Cal.
Assistant general passenger agent	E. P. Rogers	Portland, Or.
General ticket agent		
Assistant general ticket agent		
General baggage agent		
Superintendent of express		
Land commissioner		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles line for each class of road named.</i>
	<i>From—</i>	<i>To—</i>		
1. Oregonian Railroad	{ Dundee	Airlee	50.950	138.245
	{ Sheridan Junction	Sheridan	7.248	
	{ Woodburn	Coburg	80.047	
Total mileage operated				138.245

The line from Woodburn to Coburg was only operated by the Oregonian Railroad Company from July 1, 1890, to December 31, 1890.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1891.*

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33.

Name.	Terminals.		By what company operated.	Under what kind of a contract operated.	Miles of line.
	From—	To—			
Oregonian Railroad	{ Dundee..... Sheridan Junction.....	{ Airlee..... Sheridan.....	{ Southern Pacific Company	{ Lease..... Lease.....	50,950 7,248
Total					58,198

## NATURE OF CONTRACT.

Give here a full explanation of the contract existing between road (or roads) and the company by which it is operated.

The property of this company is leased to the Southern Pacific Company from December 3, 1890. Out of the income received from the property the lessee is to pay the expenses of operation, maintenance, taxes, corporation expenses, interest, betterments, additions, and other fixed charges. The balance remaining after such payments is retained by and the deficit, if any, is charged to the lessee.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the bank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregonian Railroad Company, 1891.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and out- standing.	Dividends declared during year.		Remarks.
					Rate.	Amount.	
Capital stock—							
Common	30,000	\$ 100 00	\$ 3,000,000 00	\$ 1,531,100 00			
Preferred							
Total	30,000	\$ 100 00	\$ 3,000,000 00	\$ 1,531,100 00			
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash real- ized.			
Issued for cash—							
Common	308	\$ 30,800 00	15,311	\$ 1,531,100 00			
Preferred							
Issued for construction—							
Common							
Preferred							
Issued for reorganization—							
Common							
Preferred							
Issued for—							
—							
Total	308	\$ 30,800 00	15,311	\$ 1,531,100 00			

*Oregonian Railroad Company, 1891.*

RECAPITULATION.  
A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other proprietors.	Miles.	Amount.	
Capital stock, page 17	\$ 1,531,100 00			138,245	\$ 11,075 26	
Bonds, page 19 (grand total)		\$ 1,531,100 00				
Equipment trust obligations, page 21						
Total	\$ 1,531,100 00	\$ 1,531,100 00		138,245	\$ 11,075 26	

B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS  
OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
Oregonian Railroad Company	\$ 1,531,100 00			\$ 1,531,100 00	138,245	\$ 11,075 26
Total	\$ 1,531,100 00			\$ 1,531,100 00	138,245	\$ 11,075 26

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Oregonian Railroad Company, 1891.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses:	Charged to income account as permanent improvements.	Charged to construction or equipment.		
		(By transfer.)				
Construction—						
Right of way	\$				\$	
Other real estate						
Fences						
Grading and bridge and culvert masonry						
Bridges and trestles		9,707 79				
Rails						
Ties		2,236 09				
Other superstructure						
Buildings, furniture and fixtures						
Shop machinery and tools						
Engineering expenses						
Interest during construction						
Discount on securities sold for construction						
Telegraph line						
Wharfing, etc.						
Sidings and yard extensions						
Terminal facilities and elevators						
Road built by contract						
Purchase of constructed road						
Other items		6,937 17				
Total construction		\$ 18,901 05				
Equipment—						
Locomotives		\$ 3,879 53				
Passenger cars		2,755 57				
Sleeping, parlor and dining cars						
Baggage, express and postal cars						
Combination cars		1,942 98				
Freight cars		1,736 40				
Other cars of all classes		27 16				
Floating equipment						
Total equipment		\$ 10,341 64				
Grand total cost construction, equipment, etc.		\$ 29,242 69				

The Oregonian Railroad Company agreed to pay for the road, 1891, \$10,000 in its capital stock and \$15,000 in its first mortgage bonds per mile of road, but before the bonds were issued it sold the railroad to the Oregon and California Railroad Company for \$1,000,000.

*Oregonian Railroad Company, 1891.*

## INCOME ACCOUNT.

SOUTHERN PACIFIC COMPANY, LESSEE, FOR OREGONIAN RAILROAD.

From January 1 to June 30, 1891.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$ 23,011 38	
Less operating expenses, page 45.....	32,173 42	
Income from operation.....		\$ 9,162 04
Deficit.....		
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total income.....		\$ 9,162 04
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....	3,378 27	
Permanent improvements, page 29.....	29,242 69	
Other deductions.....		
Total deductions from income.....		32,620 96
Net income.....		\$ 41,783 00
Deficit.....		
Dividends, \$, common stock.....		
Dividends, \$, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		\$ 41,783 00
*Deficit from operations of year ending June 30, 1891.....		
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		\$ 41,783 00
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

The deficit for six months ending June 30, 1891, is borne by the Southern Pacific Company, lessee.

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

From July 1 to December 31, 1890.

Gross earnings from operation, page 35.....	\$ 49,004 04	\$.....
Less operating expenses, page 45.....	42,246 56	
Income from operation.....		6,757 48
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total income.....		\$ 6,757 48
Deficit.....		
Deductions from income—		
Salaries and maintenance of organization.....		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....	277 20	
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		277 20
Net income.....		\$ 6,480 28
Deficit.....		
Dividends, %, common stock.....		
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		\$ 6,480 28
Deficit from operations of year ending June 30, 1891.....		
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		13,933 27
*Additions for year.....		\$ 12,758 00
Deductions for year.....		
†Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		\$ 5,305 01
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

\*"Additions for the year" is the amount reported last year to debit of income account as "interest on funded debt accrued, estimated." The bonds were not delivered and the amount was credited back.

†The surplus was made a credit to cost of reconstruction of the road.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1891.***EARNINGS FROM OPERATION.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue.....	\$ 14,627 01	\$	
Less repayments—			
Tickets redeemed.....		3 96	
Excess fares refunded.....		3 85	
Other repayments.....		98 09	
Total deductions.....		\$ 105 90	
Total passenger revenue.....			\$ 14,521 11
Mail.....			4,355 18
Express.....			937 65
Extra baggage.....			8 99
Other items.....			
Total passenger earnings.....			\$ 19,822 93
Freight—			
Freight revenue.....	\$ 47,174 82		
Less repayments—			
Overcharge to shippers.....		67	
Other repayments.....			
Total deductions.....		\$ 67	
Total freight revenue.....			\$ 47,174 15
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			\$ 47,174 15
Total passenger and freight earnings.....			\$ 66,997 08
Other earnings from operation—			
Car mileage, balance.....			1,498 67
Switching charges, balance.....			
Telegraph companies.....			787 97
Rents from tracks, yards, and terminals, page 41.....			261 12
Rents not otherwise provided for.....			2,470 58
Other sources.....			
Total other earnings.....			\$ 5,018 34
Total gross earnings from operation, Oregon.....			\$ 72,015 42
Total gross earnings from operation, entire line.....			

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1891.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures—</b>			
Repairs of roadway			\$ 17,618 31
Renewals of rails			246 25
Renewals of ties			73 61
Repairs of bridges and culverts			6,787 46
Repairs of fences, road-crossings, signs, and cat- tle guards			810 62
Repairs of buildings			354 53
Repairs of docks and wharves			
Repairs of telegraph			181 17
Other expenses			1,117 45
<b>Total</b>			\$ 27,189 60
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives			\$ 2,194 16
Repairs and renewals of passenger cars			1,509 93
Repairs and renewals of freight cars			1,393 07
Repairs and renewals of ferry-boats, tugs, floats, and barges			
Shop machinery, tools, etc.			119 78
Other expenses			368 28
<b>Total</b>			\$ 5,585 24
<b>Conducting transportation—</b>			
Wages of enginemen, firemen, and round-house men			\$ 7,021 86
Fuel for locomotives			4,584 49
Water supply for locomotives			1,530 73
All other supplies for locomotives			428 51
Wages of other trainmen			5,675 55
All other train supplies			376 81
Wages of switchmen, flagmen and watchmen			37 35
Expense of telegraph, including train dispatch- ers and operators			3,013 27
Wages of station agents, clerks, and laborers			5,538 52
Station supplies			199 85
Switching charges, balance			
Car mileage, balance			
Loss and damage			485 83
Injuries to persons			102 09
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies			
Other expenses			238 76
<b>Total</b>			\$ 29,233 62
<b>General expenses—</b>			
Salaries of officers			\$ 3,632 13
Salaries of clerks			2,918 14
General office expenses and supplies			699 86
Agencies, including salaries and rent			
Advertising			70 63
Commissions			
Insurance			1,118 90
Expense of fast freight lines			
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B			
Rents not otherwise provided for			37 81
Legal expenses			1,203 41
Stationery and printing			961 89
Other general expenses			1,768 75
<b>Total</b>			\$ 12,411 52

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1891.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....			\$ 27,189 60
Maintenance of equipment.....			5,585 24
Conducting transportation.....			29,233 62
General expenses.....			12,411 52
Grand total.....			\$ 74,419 98
Percentage of expenses to earnings, entire line.....			103.3
Operating expenses, Oregon (approximate)—			
Maintenance of way and structures.....			\$ 27,189 60
Maintenance of equipment.....			5,585 24
Conducting transportation.....			29,233 62
General expenses.....			12,411 52
Total.....			\$ 74,419 98
Percentage of expenses to earnings, Oregon.....			103.3



## Oregonian Railroad Company, 1891.

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890.		June 30, 1891.		Year ending June 30, 1891.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
<i>Assets.</i>					
\$	\$	\$	\$ 1,531,100 00	\$ 1,531,100 00	\$
{ Cost of road, page 29		{			
{ Cost of equipment, page 29					
Stocks of other companies owned, page 37					
Bonds of other companies owned, page 39					
Other permanent investments					
Lands owned					
Cash and current assets, page 23	1,494,437 18				1,494,437 18
Other a-s-is—					
Materials and supplies	4,687 55				4,687 55
Sinking fund					
Sundries	1,175 27				1,175 27
Profit and loss					
Grand total	\$ 1,500,300 00		\$ 1,531,100 00	\$ 30,800 00	
<i>Liabilities.</i>					
Capital stock, page 17	\$ 1,500,300 00		\$ 1,531,100 00	\$ 30,800 00	
Funded debt, page 23					
Current liabilities, page 23					
Accrued interest on funded debt not yet payable					
Profit and loss					
Grand total	\$ 1,500,300 00		\$ 1,531,100 00	\$ 30,800 00	

\* The Oregonian Railroad Company agreed to pay for the road, 153.11 miles, \$10,000 per mile in its capital stock and \$15,000 in its first mortgage bonds. Before the bonds were issued it sold the railroad, etc., to the Oregon and California Railroad Company for the sum of \$1,684,000. The final adjustment of the sale and the transfer of the property is not completed, and explains the incompleteness of the balance sheet.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1891.***IMPORTANT CHANGES DURING THE YEAR.**

1. All extensions of road put in operation.  
None.
2. Decrease in mileage by line abandoned or line straightened.  
Abandoned: Dayton Junction to Dayton; Dundee to Fulquartz Landing; Ray's Landing to Woodburn; East Side Junction to end of track; total, 15.326 miles.  
Transferred to Oregon and California Railroad Company, 80.047 miles; Scio branch (now siding), 2.294 miles.  
The length of line of the Oregonian Railroad Company was heretofore given at 158.11 miles, but was ascertained by measurement to be 155.865, differences in length having been found on various of the small branches, now abandoned.
3. All important physical changes (other than those above referred to).  
None.
4. All leases taken or surrendered.  
None.
5. All consolidations or reorganizations effected.  
None.
6. All new stocks issued.  
308 shares of capital stock issued.
7. All new bonds issued.  
None.
8. All important financial changes (other than those above referred to).  
The property of this company lying east of the Willamette river was conveyed to the Oregon and California Railroad Company.

**CONTRACTS, AGREEMENTS, ETC.**

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.:

1. Express companies.  
Wells, Fargo & Co. run on this company's lines, paying double first-class freight rates for all their shipments on basis of weights. They are assigned a part of baggage car in regular trains.
2. Mails.  
Contract with United States government.
3. Sleeping, parlor, or dining car companies.  
None.
4. Freight or transportation companies or lines.  
None.
5. Other railroad companies.  
Arrangements for through business to and from Portland with Portland and Willamette Valley Railway Company.
6. Steamboat or steamship companies.  
None.
7. Telegraph companies.  
Telegraph lines are operated by the Pacific Postal Telegraph Company under contract entered into for their operation, in accordance with which the railroad company retains the receipts collected at its stations, and the telegraph company retains the receipts at its Portland office.
8. Other contracts.  
None.

*Oregonian Railroad Company, 1891.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers (proportion of Oregonian R. R.)	1	365	\$ 1,594 '0	\$ 4 37
General office clerks (proportion of Or. R. R.)	1	365	841 68	2 31
Station agents (including operators when agents)	9	3,285	4,050 36	1 23
Other station men				
Enginemen	2	624	2,428 32	3 89
Firemen	2	624	1,584 72	2 54
Conductors	2	730	1,826 76	2 50
Other trainmen	3	1,095	2,170 68	1 98
Machinists	3	936	2,824 20	3 02
Carpenters	26	8,112	29,632 92	3 65
Other shopmen	8	2,496	5,859 84	2 35
Section foremen	6	1,872	4,320 00	2 31
Other trackmen	33	10,276	15,883 80	1 54
Switchmen, flagmen, and watchmen				
Telegraph operators and dispatchers				
Employés—account floating equipment				
All other employés and laborers	3	912	2,400 00	2 63
Total (including general officers), Oregon	99	31,692	\$ 75,418 08	\$ 2 38
Less general officers	1	365	1,594 80	4 37
Total (excluding general officers), Oregon	98	31,327	\$ 73,823 28	\$ 2 36
Distribution of above—				
General administration	2	730	\$ 2,436 48	\$ 3 34
Maintenance of way and structures	65	20,260	49,836 72	2 46
Maintenance of equipment	11	3,432	8,684 04	2 53
Conducting transportation	21	7,270	14,460 84	1 99
Total (including general officers), Oregon	99	31,692	\$ 75,418 08	\$ 2 38
Less general officers	1	365	1,594 80	4 37
Total (excluding general officers), Oregon	98	31,327	\$ 73,823 28	\$ 2 36

*Oregonian Railroad Company, 1891.*

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Column for revenue and rates.
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue.....	37,454	\$.....
Number of passengers carried one mile.....	488,813	
Average distance carried.....	13.05	
Total passenger revenue, page 35.....		14,521.11
Average amount received from each passenger.....		.38792
Average receipts per passenger per mile.....		.02974
Estimated cost of carrying each passenger one mile.....		
Total passenger earnings, page 31.....		19,822.93
Passenger earnings per mile of road.....		201.82
Passenger earnings per train-mile.....		1.413
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....	40,729	
Number of tons carried one mile.....	1,130,603	
Average distance haul of one ton.....	25.363	
Total freight revenue, page 35.....		47,174.15
Average amount received for each ton of freight.....		1.15796
Average receipts per ton per mile.....		.04172
Estimated cost of carrying one ton one mile.....		
Total freight earnings, page 55.....		47,174.15
Freight earnings per mile of road.....		480.28
Freight earnings per train-mile.....		.964
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35.....		61,695.26
Passenger and freight revenue per mile of road.....		628.13
Passenger and freight earnings, page 35.....		66,997.08
Passenger and freight earnings per mile of road.....		682.10
Gross earnings from operation, page 35.....		72,015.42
Gross earnings from operation per mile of road.....		733.19
Expenses, page 45.....		74,419.98
Expenses per mile of road.....		757.68
<b>Train mileage—</b>		
Miles run by passenger trains.....	1,384	
Miles run by freight trains.....	1,003	
Miles run by mixed trains.....	60,584	
Total mileage trains earning revenue.....	62,971	
Miles run by switching trains.....		
Miles run by construction and other trains.....	250	
Grand total train mileage.....	63,221	
Mileage of loaded freight cars—north.....	112,451	
Mileage of loaded freight cars—south.....	91,224	
Mileage of empty freight cars—north.....	28,308	
Mileage of empty freight cars—south.....	50,765	
Average number of freight cars in train.....		
Average number of loaded cars in train.....		
Average number of empty cars in train.....		
Average number of tons of freight in train.....		
Average number of tons of freight in each loaded car.....		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1891.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

Commodity.	Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture	Grain		21,107	51.82
	Flour		2,120	5.21
	Other mill products		88	.20
	Hay		317	.78
	Tobacco			
	Cotton			
Products of animals.	Fruit and vegetables		432	1.06
	Other		346	.85
	Live stock		200	.49
	Dressed meats			
	Other packing-house products			
	Poultry, game, and fish			
Products of mines.	Wool		50	.12
	Hides and leather		15	.04
	Other			
	Anthracite coal			
	Bituminous coal			
	Coke			
Products of forest.	Ores			
	Stone, sand, and other like articles		20	.05
	Lumber			
	Wood		6,152	15.10
	Other		108	1.48
	Petroleum and other oils			
Manufac- tures.	Sugar			
	Naval stores			
	Iron, pig and bloom			
	Iron and steel rails			
	Other castings and machinery		58	.14
	Bar and sheet metal		10	.02
	Cement, brick, and lime		24	.06
	Agricultural implements		58	.14
	Wagons, carriages, tools, etc.			
	Wines, liquors, and beers			
Merchandise	Household goods and furniture		122	.30
	Other		92	.23
Miscellaneous—other commodities not men- tioned above			5,142	12.63
Company freight			3,778	9.28
Total tonnage, Oregon			40,729	100.00
Total tonnage, entire line				

*Oregonian Railroad Company, 1891.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....	}	7	3	Westinghouse		
Freight.....						
Switching.....						
Leased.....						
Total locomotives.....		7	3	Westinghouse		
Cars in passenger service—						
First-class passenger cars.....		6	6	Westinghouse	6	Miller.
Second-class passenger cars.....						
Combination passenger cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....		3	3	Westinghouse	3	Miller.
Baggage, express, and postal cars.....						
Other cars in passenger service.....						
Total.....		9	9	Westinghouse	9	Miller.
Cars in freight service—						
Box cars.....		119				
Flat cars.....		94				
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars (fruit).....						
Other cars.....						
Total.....		213				
Cars in company's service—						
Gravel cars.....						
Derrick cars.....		2				
Cabooses.....						
Other road cars.....						
Total.....		2				
Cars contributed to fast freight line service.....						
Total cars owned.....		224	9	Westinghouse	9	Miller.
Cars leased.....						
Grand total cars.....		224	9	Westinghouse	9	Miller.

*Oregonian Railroad Company, 1891.***MILEAGE.****A.—MILEAGE OF ROAD OPERATED.**

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Railroad.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track	50.95	7.248					58.198		33,880	24,318
Miles of second track										
Miles of third track										
Miles of fourth track										
Miles of yard track and sidings	2.06	1.390					3.450		3,450	
Total mileage operated (all tracks)	53.01	8.638					61.648		37,330	24,318

**B.—MILEAGE OF LINE BY STATES AND TERRITORIES.****I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.**

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Railroad.	
	Main line.	Branches and spurs.							Iron.	Steel.
Oregon	50.950	7.248					58.198		33,880	24,318
Total mileage operated (single track)	50.950	7.248					58.198		33,880	24,318

**II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT.**

Oregon	50.950	7.248					58.198		33,880	24,318
Total mileage owned (single track)	50.950	7.248					58.198		33,880	24,318

*Oregonian Railroad Company, 1891.*

## RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.
Iron				*Mountain	92
Total iron					
Steel				Total	92
Total steel					

\* There were a great number of ties put into this road, partly by the construction company who undertook to put the road in order, partly by the lessee. The exact amount cannot be ascertained; it is, however, estimated that the total number of ties put in during the entire year amounts to about 26,000 ties. The ties reported in above table are merely those charged to operating expenses.

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal — Tons.		Wood — Cords.		Total fuel consumed — tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger				140.75	70.38	7,186.50	19.64
Freight				840.00	190.00	18,350.50	20.70
Switching				4.00	2.00	250.00	16.00
Construction							
Total				984.75	262.38	25,787.00	20.37
Average cost at distributing point				\$ 2 55	\$ 5 10		



*Oregonian Railroad Company, 1891.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employes.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....								
Falling from trains and engines.....						1		1
Overhead obstructions.....								
Collisions.....								
Derailments.....								
Other train accidents.....								
At highway crossings.....								
At stations.....						1		1
Other causes.....					*1	†1	1	1
Total.....					1	3	1	3

Kind of accident.	Passengers.		Others.				Total.	
			Trespassing.		Not trespassing.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....								
Derailments.....								
Other train accidents.....								
At highway crossings.....								
At stations.....								
Other causes.....								
Total.....								

\* Killed by falling from a bridge.

† Washer fell from bridge, striking a carpenter on the head.

*Oregonian Railroad Company, 1891.*

## CHARACTERISTICS OF ROAD.

Working divisions or branches.		Alignment.			Profile.					
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Length of level line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Descending grades.
										Sum of descents. (Feet.)
										Aggregate length of descending grades. (Miles.)
Dundee.....	Airlee.....	50.950	*							
Sheridan Junction.....	Sheridan.....	7.248								
Total.....		58.198								

\* The characteristics of road cannot be given, no accurate data being on hand, which will be obtained as soon as possible.



*Oregonian Railroad Company, 1891.*

## OATH.

STATE OF OREGON, }  
County of Multnomah. } ss.

We, the undersigned, R. Koehler, Vice-president of the Oregonian Railroad Company and Manager of the lines in Oregon of the Southern Pacific Company, and Geo. H. Andrews, Treasurer of the Oregonian Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said companies in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER,  
Vice-president Oregonian Railroad Co. and manager lines in Oregon of the Southern Pacific Co.  
GEO. H. ANDREWS,  
Treasurer.

Subscribed and sworn to before me this 5th day of October, 1891.

[SEAL.]

DAVID LORING,  
Notary public for Oregon.

# REPORT

## OF THE

### PORTLAND AND WILLAMETTE VALLEY RAILWAY COMPANY.

*For the year ending June 30, 1891.*

#### HISTORY.

1. Name of common carrier making this report? Portland and Willamette Valley Railroad Company.
2. Date of organization? January 19, 1885.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] General incorporation laws of the state of Oregon.
4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
5. Date and authority for each consolidation. None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating reports.] What carrier operates the road of this company?

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Chas. F. Crocker.....	San Francisco, California.....	June, 1892.
W. E. Brown.....	San Francisco, California.....	
R. Kochler.....	Portland, Oregon.....	
John McCracken.....	Portland, Oregon.....	
Geo. H. Andrews.....	Portland, Oregon.....	
W. W. Bretherton.....	Portland, Oregon.....	
D. F. Sherman.....	Portland, Oregon.....	

Total number of stockholders at date of last election? Twenty-two.  
Date of last meeting of stockholders for election of directors? June 16, 1891.  
Give postoffice address of general office. Portland, Oregon.  
Give postoffice address of operating office. Portland, Oregon.

*Portland and Willamette Valley Railway Company, 1891.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....		
President.....	Chas. F. Crocker.....	San Francisco, Cal.
First vice-president.....	R. Koehler.....	Portland, Or.
Second vice president and manager.....	D. F. Sherman.....	Portland, Or.
Third vice-president.....		
Secretary.....	Geo. H. Andrews.....	Portland, Or.
Treasurer.....		
General solicitor.....		
Attorney or general counsel.....		
Comptroller.....		
Assistant comptroller.....		
Auditor.....		
Assistant auditor.....		
Manager.....	R. Koehler.....	Portland, Or.
Assistant general manager.....		
Chief engineer.....		
Superintendent.....	L. R. Fields.....	Portland, Or.
Assistant superintendent.....	John McGuire.....	Portland, Or.
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....		
Assistant general freight agent.....	E. P. Rogers.....	Portland, Or.
General passenger agent.....		
Assistant general passenger agent.....	E. P. Rogers.....	Portland, Or.
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order :

1. Railroad line represented by capital stock :
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles line for each class of roads named.</i>
	<i>From—</i>	<i>To—</i>		
1. Portland & Willamette Valley Ry.	Portland	Dundee		28.283
5. Oregonian Railroad	Dundee	Station at Dundee		0.164
Total mileage operated.....				28.447

The Portland and Willamette Valley Railway terminates at a point 0.164 miles north of center of station building at Dundee, but operates for convenience's sake to the center of said station building, the roadbed belonging to the Oregonian Railroad Company.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Portland and Willamette Valley Railway Company, 1891.*

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33.

Name.	Terminals.		By what company operated.	Under what kind of a contract operated.	Miles of line.
	From—	To—			
Portland & Willamette Valley Ry.	Portland	Dundee	Southern Pacific Company.	*	28.447
Total					28.447

\* Operated for account of this company.

## NATURE OF CONTRACT.

Give here a full explanation of the contract existing between road (or roads) and the company by which it is operated.

The Southern Pacific Company, by verbal arrangement, supervises the operation of the Portland and Willamette Valley Railway, pays its expenses and collects its revenue, accounting therefor monthly, since January 1, 1891.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MULLER, clerk.]

*Portland and Willamette Valley Railway Company, 1891.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and out- standing.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—						
Common	7,500	\$ 20 00	\$ 150,000 00	\$ 144,240 00		
Preferred						
Total	7,500	\$ 20 00	\$ 150,000 00	\$ 144,240 00		
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on and not issued during year.	Total number of shares issued.	Total cash real- ized.	Remarks.	
Issued for cash—						
Common			7,212	\$ 144,240 00		
Preferred						
Issued for construction—						
Common						
Preferred						
Issued for reorganization—						
Common						
Preferred						
Issued for						
Total			7,212	\$ 144,240 00		



## Portland and Willamette Valley Railway Company, 1891.

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	When payable.	Interest.	
	Date of issue.	When due.							Amount accrued during year.	Am't paid during year.
First mortgage bonds	Dec., 1885	July, 1906	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	7½	Jan., July	\$ 28,000 00	
Total			\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000			\$ 28,000 00	

## RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.		Amount outstanding.	Interest.	
				Amount accrued during year.	Amount paid during year.
Mortgage bonds, page 19	\$ 400,000 00		\$ 400,000 00	\$ 28,000 00	
Miscellaneous obligations, page 21					
Income bonds, page 19	\$ 400,000 00		\$ 400,000 00		
Total			\$ 400,000 00	\$ 28,000 00	

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



## Portland and Willamette Valley Railway Company, 1891.

## RECAPITULATION.

## A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other proprietors.	Miles.	Amount.	
Capital stock, page 17.....	\$ 144,240 00	\$ 144,240 00		28,283	\$ 5,099 88	
Bonds, page 19 (grand total).....	400,000 00	400,000 00		28,283	14,142 77	
Equipment trust obligations, page 21.....						
Total.....	\$ 544,240 00	\$ 544,240 00		28,283	\$ 19,242 65	

## B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.		Amount per mile of road.	
						Miles.	Amount.
Portland & Willamette Valley Ry. Co.	\$ 144,240 00	\$ 400,000 00	\$ 412,578 73	\$ 946,818 73		28,283	\$ 34,890 87
Total.....	\$ 144,240 00	\$ 400,000 00	\$ 412,578 73	\$ 946,818 73		28,283	\$ 34,890 87

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Portland and Willamette Valley Railway Company, 1891.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expense.	Not included in operating expense.	Charged to income account as permanent improvements.	Charged to construction or equipment.		
Construction—						
Right of way.....	\$	\$	\$		†	
Other real estate.....						
Fences.....						
Grading and bridge and culvert masonry.....						
Bridges and trestles.....						
Rails.....						
Ties.....						
Other superstructure.....						
Buildings, furniture and fixtures.....				477 11		
Shop machinery and tools.....						
Engineering expenses.....						
Interest during construction.....						
Discount on securities sold for construction.....						
Telegraph line.....						
Wharffs, etc.....			Cr. 21 56			
Sidings and yard extensions.....						
Terminal facilities and elevators.....						
Road built by contract.....						
Purchase of constructed road.....						
Total construction.....				\$ 452 55		
Equipment—						
Locomotives.....			\$	514 13		
Passenger cars.....			\$	1,500 00		
Sleeping, parlor and dining cars.....						
Baggage, express and postal cars.....						
Combination cars.....						
Freight cars.....						
Other cars of all classes.....				13 58		
Total equipment.....				\$ 2,027 71		
Grand total cost construction, equipment, etc.....				\$ 2,480 26		
*Redjustment construction company's account.....			Cr. 135,995 46			
Total cost construction, equipment etc.....			Cr. \$133,506 20	\$ 882,306 85	\$ 745,799 65	\$ 26,273 67

\* In readjustment of account with the construction company the claim of that company was reduced \$135,995 46.

† Road was built by contract, including the equipment. Cannot give detail.

*Portland and Willamette Valley Railway Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$ 99,979 79	
Less operating expenses, page 45.....	76,520 43	
Income from operation.....		\$ 23,459 36
Deficit.....		
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total income.....		\$ 23,459 36
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....	\$ 28,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	23,127 36	
Rents, page 47, A.....		
Taxes.....	1,495 89	
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		52,623 25
Net income.....		\$ 29,163 89
Deficit.....		
Dividends, \$, common stock.....		
Dividends, \$, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		\$ 29,163 89
Deficit from operations of year ending June 30, 1891.....		
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		55,167 24
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		\$ 125,890 28
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		\$ 210,221 41
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

When the report was made for June 30, 1890, the books did not show the affairs of the company and had to be made up from memoranda and such information as could be gathered from the clerks. A settlement with the construction company had also to be made, which was reached this year, and shows a reduction in construction account as per page 29 [101].

"Deductions for year." \$125,890 28, consist of bond interest from January, 1887, to June 30, 1888, two and one-half years, \$70,000, not heretofore debited to profit and loss, and in adjusted claims for personal injuries, supplies, and services for previous years, with interest, which have been settled and brought into account during the present year.

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Portland and Willamette Valley Railway Company, 1891.*

## EARNINGS FROM OPERATION.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue.....	\$ 32,652 68	\$	
Less repayments—			
Tickets redeemed.....		14 51	
Excess fares refunded.....			
Other repayments.....		256 54	
Total deductions.....		\$ 271 05	
Total passenger revenue.....			\$ 32,381 63
Mail.....			1,822 89
Express.....			194 39
Extra baggage.....			205 19
Other items.....			
Total passenger earnings.....			\$ 34,604 10
Freight—			
Freight revenue.....	\$ 64,505 64		
Less repayments—			
Overcharge to shippers.....		28	
Other repayments.....			
Total deductions.....		\$ 28	
Total freight revenue.....			\$ 64,505 36
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			\$ 64,505 36
Total passenger and freight earnings.....			\$ 99,109 46
Other earnings from operation—			
Car mileage, balance.....			7 50
Switching charges, balance.....			
Telegraph companies.....			228 38
Rents from tracks, yards, and terminals, page 41.....			67 18
Rents not otherwise provided for.....			567 27
Other sources.....			
Total other earnings.....			\$ 726 28
Total gross earnings from operation, Oregon.....			\$ 99,979 79
Total gross earnings from operation, entire line.....			

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Portland and Willamette Valley Railway Company, 1891.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures—</b>			
Repairs of roadway.....			\$ 8,186 32
Renewals of rails.....			9 03
Renewals of ties.....			501 29
Repairs of bridges and culverts.....			5,235 39
Repairs of fences, road-crossings, signs, and cat- tle guards.....			310 33
Repairs of buildings.....			816 28
Repairs of docks and wharves.....			197 64
Repairs of telegraph.....			475 26
Other expenses.....			
Total.....			\$ 15,734 54
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives.....			\$ 6,763 56
Repairs and renewals of passenger cars.....			3,311 76
Repairs and renewals of freight cars.....			5,227 78
Repairs and renewals of ferry-boats, tugs, floats, barges, and river steamers.....			31 52
Shop machinery, tools, etc.....			174 79
Other expenses.....			508 21
Total.....			\$ 14,017 62
<b>Conducting transportation—</b>			
Wages of enginemen, firemen, and round-house- men.....			\$ 7,727 24
Fuel for locomotives.....			6,614 53
Water supply for locomotives.....			146 58
All other supplies for locomotives.....			475 43
Wages of other trainmen.....			6,641 60
All other train supplies.....			402 95
Wages of switchmen, flagmen and watchmen.....			276 92
Expense of telegraph, including train dispatch- ers and operators.....			1,912 88
Wages of station agents, clerks, and laborers.....			7,153 34
Station supplies.....			514 84
Switching charges, balance.....			4,131 94
Car mileage, balance.....			946 08
Loss and damage.....			114 50
Injuries to persons.....			12 40
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....			933 92
Other expenses.....			
Total.....			\$ 38,036 05
<b>General expenses—</b>			
Salaries of officers.....			\$ 3,236 21
Salaries of clerks.....			1,772 26
General office expenses and supplies.....			156 04
Agencies, including salaries and rent.....			245 72
Advertising.....			51 37
Commissions.....			
Insurance.....			
Expense of fast freight lines.....			
Expense of traffic associations.....			
Expense of stock yards and elevators.....			
Rents for tracks, yards, and terminals, page 47, B			77 53
Rents not otherwise provided for.....			2,050 30
Legal expenses.....			829 87
Stationery and printing.....			312 92
Other general expenses.....			
Total.....			\$ 8,732 22

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Portland and Willamette Valley Railway Company, 1891.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
<b>Recapitulation of expenses—</b>			
Maintenance of way and structures.....			\$ 15,734 54
Maintenance of equipment.....			14,017 62
Conducting transportation.....			38,036 05
General expenses.....			8,732 22
<b>Grand total.....</b>			<b>\$ 76,520 43</b>
<b>Percentage of expenses to earnings, entire line.....</b>			
<b>Operating expenses, Oregon—</b>			
Maintenance of way and structures.....			\$ 15,734 54
Maintenance of equipment.....			14,017 62
Conducting transportation.....			38,036 05
General expenses.....			8,732 22
<b>Total.....</b>			<b>\$ 76,520 43</b>
<b>Percentage of expenses to earnings, Oregon.....</b>			<b>77.7</b>





*Portland and Willamette Valley Railway Company, 1891.*

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Wells, Fargo & Co. operate express over road. Terms—This company receives one-third gross earnings of line between Portland and Alirco and Sheridan, based on D first-class freight rates.

2. Contact with UN

7. Pacific Postal Telegraph Company. Railroad company maintains telegraph lines and receives all the receipts taken in at railroad offices. Telegraph company handles all business in Portland and maintains main battery, and takes the receipts at Portland.

8. None.

## SECURITY FOR FUNDED DEBT—PAGE 23.

Class of bond or obligation.	What road mortgaged.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What security mortgaged.
	From—	To—	Miles.				
First mortgage bonds	Portland	Dundee	28.283	\$ 14,142.77	All	None	

*Portland and Willamette Valley Railway Company, 1891.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers (proportion of P. & W. V. Ry.)	1	365	\$ 1,466 20	\$ 4 07
General office clerks (proportion of P. & W. V. R.)	2	730	1,638 52	2 27
Station agents (including operators when agents)	6	2,190	3,185 40	1 45
Other station men	7	2,555	4,380 00	1 71
Enginemen	4	1,248	4,856 64	3 89
Firemen	4	1,248	3,169 44	2 54
Conductors	3	1,095	3,315 72	3 04
Other trainmen	4	1,460	3,553 32	2 43
Machinists	2	624	1,882 80	3 01
Carpenters	10	3,012	9,296 52	3 09
Other shopmen	11	3,432	8,037 28	2 35
Section foremen	3	936	2,160 00	2 31
Other trackmen	14	4,368	6,870 74	1 57
Switchmen, flagmen, and watchmen	1	365	600 00	1 64
Telegraph operators and dispatchers				
Employés—account floating equipment	2	624	1,680 00	2 69
All other employés and laborers	1	365	600 00	1 64
Total (including general officers), Oregon	75	24,617	\$ 56,752 58	\$ 2 31
Less general officers	1	365	1,466 20	4 07
Total (excluding general officers), Oregon	74	24,252	\$ 55,286 38	\$ 2 28
Distribution of above—				
General administration	3	1,095	\$ 3,144 72	\$ 2 87
Maintenance of way and structures	27	8,316	18,327 26	2 20
Maintenance of equipment	13	4,056	9,940 08	2 45
Conducting transportation	32	11,150	25,340 52	2 27
Total (including general officers), Oregon	75	24,617	\$ 56,752 58	\$ 2 31
Less general officers	1	365	1,466 20	4 07
Total (excluding general officers), Oregon	74	24,252	\$ 55,286 38	\$ 2 28

*Portland and Willamette Valley Railway Company, 1891.*

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Column for revenue and rates.
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue	166,223	\$
Number of passengers carried one mile	1,283,825	
Average distance carried	7.7	
Total passenger revenue, page 35		32,381.63
Average amount received from each passenger		.19481
Average receipts per passenger per mile		.02522
Estimated cost of carrying each passenger one mile		
Total passenger earnings, page 35		34,604.10
Passenger earnings per mile of road		1,214.17
Passenger earnings per train-mile		1.593
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue	91,187	
Number of tons carried one mile	1,454,708	
Average distance haul of one ton	14.376	
Total freight revenue, page 35		64,505.36
Average amount received for each ton of freight		.70739
Average receipts per ton per mile		.04434
Estimated cost of carrying one ton one mile		
Total freight earnings, page 35		64,505.36
Freight earnings per mile of road		2,263.35
Freight earnings per train-mile		2.02
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35		96,886.99
Passenger and freight revenue per mile of road		3,750.42
Passenger and freight earnings, page 35		99,109.46
Passenger and freight earnings per mile of road		3,477.52
Gross earnings from operation, page 35		99,979.79
Gross earnings from operation per mile of road		3,508.06
Expenses, page 45		76,520.43
Expenses per mile of road		2,684.92
<b>Train mileage—</b>		
Miles run by passenger trains	12,751	
Miles run by freight trains	4,731	
Miles run by mixed trains	63,947	
Total mileage trains earning revenue	81,429	
Miles run by switching trains		
Miles run by construction and other trains	200	
Grand total train mileage	81,629	
Mileage of loaded freight cars—north or east	164,796	
Mileage of loaded freight cars—south or west	39,866	
Mileage of empty freight cars—north or east	18,376	
Mileage of empty freight cars—south or west	137,461	
Average number of freight cars in train		
Average number of loaded cars in train		
Average number of empty cars in train		
Average number of tons of freight in train		
Average number of tons of freight in each loaded car		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Portland and Willamette Valley Railway Company, 1891.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

Commodity.	Freight originating on this road. (Whole tons.)	Freight received from connected rail roads and other carriers. (Whole tons.)	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture	Grain.....		16,800	18.42
	Flour.....		500	.55
	Other mill products.....		180	.14
	Hay.....		214	.23
	Tobacco.....			
	Cotton.....			
Products of animals.	Fruit and vegetables.....		788	.86
	Other.....		100	.11
	Live stock.....		210	.23
	Dressed meats.....			
	Other packing-house products.....		19	.02
	Poultry, game, and fish.....			
Products of mines.	Wool.....		15	.02
	Hides and leather.....		13	.02
	Other.....		20	.02
	Charcoal.....		2,270	2.49
Products of forest.	Bituminous coal.....			
	Coke.....		901	.99
	Ores.....			
Manufactures.	Stone, sand, and other like articles.....		966	1.06
	Lumber.....		4,552	4.99
	Wood.....		48,417	53.10
	Other.....		424	.47
Merchandise Miscellaneous—other commodities not men- tioned above	Petroleum and other oils.....			
	Sugar.....			
	Naval stores.....			
	Iron, pig and bloom.....		2,901	3.18
	Iron and steel rails.....			
	Other castings and machinery.....		674	.74
	Bar and sheet metal.....		196	.22
	Cement, brick, and lime.....		2,525	2.76
	Agricultural implements.....		10	.01
	Wagons, carriages, tools, etc.....			
Company freight	Wines, liquors, and beers.....			
	Household goods and furniture.....			
Total tonnage, Oregon.....			91,187	100.00
Total tonnage, entire line.....				

*Portland and Willamette Valley Railway Company, 1891.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....	}	3	1	Westinghouse		
Freight.....						
Switching.....						
Leased.....						
Total locomotives.....		3	1	Westinghouse		
Cars in passenger service—						
First-class passenger cars.....		6	2	Westinghouse	2	Miller.
Second-class passenger cars.....						
Combination passenger cars.....		1	1	Westinghouse	1	Miller.
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....						
Other cars in passenger service.....						
Total.....		7	3	Westinghouse	3	Miller.
Cars in freight service—						
Box cars.....		3				
Flat cars.....		73				
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars (fruit).....						
Other cars.....						
Total.....		76				
Cars in company's service—						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....						
Other road cars.....						
Total.....						
Cars contributed to fast freight line service.....						
Total cars owned.....		83	3	Westinghouse	3	Miller.
Cars leased.....		20				
Grand total cars.....		103	3	Westinghouse	3	Miller.

*Portland and Willamette Valley Railway Company, 1891.*

## MILEAGE.

## A.—MILEAGE OF ROAD OPERATED.

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track	28,283					0.164	28,447			28,447
Miles of second track										
Miles of third track										
Miles of fourth track										
Miles of yard track and sidings	2,840						2,840		2,840	
Total mileage operated (all tracks)	31,123					0.164	31,287		2,840	28,447

## B.—MILEAGE OF LINE BY STATES AND TERRITORIES.

## I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Oregon	28,283						28,283	0.164		28,447
Total mileage operated (single track)	28,283						28,283	0.164		28,447

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Oregon	28,283						28,283			28,283
Total mileage owned (single track)	28,283						28,283			28,283

*Portland and Willamette Valley Railway Company, 1891.*

New rails laid during year.				New ties laid during year.		
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Iron				Mountain	663	.25
Total iron.				Total	663	.25
Steel						
Total steel						

### CONSUMPTION OF FUEL BY LOCOMOTIVES.

<i>Locomotives.</i>	<i>Cord—Tons.</i>		<i>Wood—Cords.</i>		<i>Total fuel consumed—tons.</i>	<i>Miles run.</i>	<i>Average pounds consumed per mile.</i>
	<i>Anthracite.</i>	<i>Bituminous.</i>	<i>Hard.</i>	<i>Soft.</i>			
Passenger.....				445.94	222.97	19,667.75	22.67
Freight.....				2,097.81	1,048.90	61,761.25	34.13
Switching.....							
Construction.....				3.00	1.50	200.00	15.00
Total.....				2,546.75	1,273.37	81,629.00	31.19
Average cost at distributing point.....				\$ 2 47	\$ 4 95		



*Portland and Willamette Valley Railway Company, 1891.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....								
Falling from trains and engines.....								
Overhead obstructions.....								
Collisions.....								
Derailments.....								
Other train accidents.....								
At highway crossings.....								
At stations.....								
Other causes.....		2				2		4
Total.....		2				2		4

Kind of accident.	Passengers.		Others.				Total.	
			Trespassing.		Not trespassing.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....		1						
Derailments.....								
Other train accidents.....								
At highway crossings.....								
At stations.....								
Other causes.....								
Total.....		1						

*Portland and Willamette Valley Railway Company, 1891.*

## CHARACTERISTICS OF ROAD.

Working divisions or branches.		Alignment.				Profile.					
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
Portland	Dundee	28.283	96	8.70	19.583	17	619	12.63	18	452	11.033
Total		28.283	96	8.70	19.583	17	619	12.63	18	452	11.033



*Portland and Willamette Valley Railway Company, 1891.*

## OATH.

STATE OF OREGON,                    }  
County of Multnomah.        } ss.

We, the undersigned, R. Koehler, First Vice-president, and Geo. H. Andrews, Secretary of the Portland and Willamette Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said companies in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER,  
First Vice-president.  
GEO. H. ANDREWS,  
Secretary.

Subscribed and sworn to before me this 29th day of September, 1891.

[SEAL]                                   DAVID LORING,  
Notary public in and for Oregon.

# REPORT OF THE NORTHERN PACIFIC RAILROAD COMPANY.

*For the year ending June 30, 1891.*

## HISTORY.

1. Name of common carrier making this report? Northern Pacific Railroad Company.
2. Date of organization? September 29, 1875.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Chartered by act of Congress, July 2, 1864.
4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
5. Date and authority for each consolidation. None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Northern Pacific Railroad Company. Chartered by Congress, July 2, 1864.
7. [For companies not making operating reports.] What carrier operates the road of this company?

## ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Chas. B. Wright.....	Philadelphia, Pennsylvania.....	October, 1893.
Thos. F. Oakes.....	New York City, New York.....	
Rosewell G. Rolston.....	New York City, New York.....	
Wm. L. Bull.....	New York City, New York.....	
Henry Villard.....	New York City, New York.....	
Edwin H. Abbot.....	Milwaukee, Wisconsin.....	
Chas. L. Colby.....	New York City, New York.....	
Coigate Hoyt.....	New York City, New York.....	
Geo. A. Morrison.....	New York City, New York.....	
Chas. T. Barney.....	New York City, New York.....	
James B. Hargis.....	New York City, New York.....	
James B. Williams.....	Stamford, Connecticut.....	
David S. Wegg.....	Chicago, Illinois.....	

*Northern Pacific Railroad Company, 1891.*

Total number of stockholders at date of last election? Four thousand and thirty-nine.  
 Date of last meeting of stockholders for election of directors? October 16, 1890.  
 Give postoffice address of general office. 35 Wall street, New York.  
 Give postoffice address of operating office. St. Paul, Minnesota.

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	Henry Villard.....	New York.
President.....	T. F. Oakes.....	New York.
First vice-president.....	J. B. Williams.....	New York.
Second vice president.....	C. H. Prescott.....	Tacoma, Wash.
Third vice-president.....		
Secretary.....	Geo. H. Earl.....	New York.
Treasurer.....	Geo. S. Baxter.....	New York.
General solicitor.....	James McNaught.....	New York.
Counsel.....	J. C. Bullitt, Jr.....	St. Paul, Minn.
Comptroller.....		
Assistant comptroller.....		
General auditor.....	J. A. Barker.....	St. Paul, Minn.
Assistant general auditor.....	M. P. Martin.....	St. Paul, Minn.
General manager.....	W. S. Mellen.....	St. Paul, Minn.
Assistant to general manager.....	N. Kline.....	St. Paul, Minn.
Chief engineer.....	J. W. Kendrick.....	St. Paul, Minn.
General superintendent.....	M. C. Kimberly.....	St. Paul, Minn.
Assistant general superintendent.....	Geo. W. Dickinson.....	Tacoma, Wash.
Division superintendent.....	A. E. Law.....	Minneapolis.
Division superintendent.....	F. Greene.....	Brainard, Minn.
Division superintendent.....		
Superintendent of telegraph.....	O. C. Greene.....	St. Paul, Minn.
General traffic manager.....	J. M. Hannaford.....	St. Paul, Minn.
Assistant traffic manager.....		
General freight agent.....	S. L. Moore.....	St. Paul, Minn.
Assistant general freight agent.....	S. G. Fulton.....	Portland, Or.
General passenger agent.....	C. S. Fee.....	St. Paul, Minn.
Assistant general passenger agent.....	B. N. Austin.....	St. Paul, Minn.
General ticket agent.....	C. S. Fee.....	St. Paul, Minn.
Assistant general ticket agent.....	J. C. Pond.....	St. Paul, Minn.
General baggage agent.....	W. H. Lowe.....	St. Paul, Minn.
Superintendent of express.....	H. H. Browning.....	Chicago.
Land commissioner.....	C. B. Lamborn.....	St. Paul, Minn.

## Northern Pacific Railroad Company, 1891.

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:

(a) Main line.

(b) Branches and spurs.

2. Proprietary companies whose entire capital stock is owned by this company.

Name of every railroad the operations of which are included in the income account, page 31.

3. Line operated under lease for specified sum.  
 4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.  
 5. Line operated under trackage rights.

Name.	Terminata.		Miles line for each road named.	Miles line for each class of road named.
	From—	To—		
1a. Northern Pacific Railroad Company	Ashland, Wis.	Portland, Or.	7.71	2,137.14
	Duluth	South Superior	2.65	
	Pay Front Line, Superior		.88	
	Aitken Spur, Minn.		1.23	
	Howe's Mill Spur, Minn.		1.31	
	Brickyard Spur, Minn.		.87	
	Modley Spur		.65	
	Spur at Mandan, N. D.		.82	
	Spur at Sins, N. D.		.91	
	Spur at Bozeman, Mont.		1.45	
	Spur at Bonner, Mont.		.41	
	Spur at Spokane, Wash.	Lumber Mill	.23	
	Spur at Tacoma, Wash.	Smelter	4.01	
	Spur at Winlock, Wash.		.13	
	Spur at Buncoda, Wash.		.66	
	Spur at Linton, Or.		.26	27.27
	Cokedale Spur, Minn.		3.59	
	Little Falls, Minn.	Morris	89.08	
	Wadena Junction	Minor	117.05	
	Fargo	La Moure	87.41	
	Sanborn	Cooperstown	38.75	
	Jamesstown	Minnewauken	102.69	
	Fairview	Edgeley	21.30	
	La Moure	Bayne	14.84	
	Minnewauken	Leeds	14.08	
	Prickley Pear Junction	Wicks	20.58	
	Livingson	Winubur	82.71	
	International Building	Winubur	82.71	
	Portage Junction	Portage	82.62	
	Morris	Brandon	146.23	
1b. Northern Pacific Railroad Company				
2. Little Falls & Dakota Railroad.				
Northern Pacific, Ferris & Black Hills Railroad				
Fargo & Southwestern Railroad				
Sanborn, C. & Turtle Mountain Railroad				
Jameson & Northern Railroad				
Northern Pacific, La Moure & Missouri River Railroad				
Southeastern Dakota Railroad				
Jameson & Northern Extension Railroad				
Helena, Jefferson County Railroad				
Rocky Mountain Railroad of Montana				
Northern Pacific & Manitoba Railroad				

*Northern Pacific Railroad Company, 1891.*

Coeur d'Alene Railway & Navigation Company	Mission, Idaho	Burke & Molan	38.51
Spokane Falls & Idaho Railroad	Hauser Junction	Coeur d'Alene City	14.39
Cleatun Railroad	Cleatun	Roslyn Mines	5.39
Northern Pacific & Cascade Railroad	Crocker	Wilkeson & Carbonado	17.37
Green River & Northern Railroad	Palmer	Donly	4.48
Tacoma, Orting & Sotheastern Railroad	Orting	Kangley	7.65
Rocky Fork & Cooke City Railroad	Laurel	Puyallup River	46.43
Northern Pacific & Puget Sound Shore Railroad	Meeker	Red Lodge	31.42
Duluth, Crookston & Northern Railroad	Fertile	Seattle	44.51
United Railroads of Washington	Centalla	Carthage	41.63
	Lakeview	Montesano	24.12
	Elma	Olympia	10.29
	Jamestown	Summit	68.75
4. James River Valley Railroad	Logan	Oakea	70.88
	Sappington	Rutte	20.90
	Harrison	Norris	7.09
Northern Pacific & Montana Railroad	Jefferson	Pony	30.05
	Boulder	Calvin	20.40
	Clough Junction	Elkhorn	12.58
	Drummond	Marysville	32.12
	Missoula	Rumsey	50.83
	Desmet	Granitsdale	73.69
	Cheney	St. Regis	108.54
	Winnipeg Junction	Grand Coulee	205.77
	Marshall	International Building	105.43
St. Paul & Northern Pacific Railway	Belmont	Genesee	181.70
	Minneapolis	Farmington	17.08
Helena & Red Mountain Railroad	Helena	Brainerd & Staples	1,006.90
5. St. Paul Union Depot Company	Tracts in St. Paul	Pimmit	17.56
Great Northern Railway	St. Paul	Minneapolis	12.12
Minneapolis Union Railway	University Switch		2.60
Seattle & Northern Railroad	Tracts in Minneapolis		1.62
Northern Pacific Terminal Company	Sedro	Anacortes	24.27
St. Paul & Duluth Railway (one-half owned)	Carlton	Tracts in Portland	1.32
Superior Short Line Railway (one-half owned)	Tracts on Conner's Point, Superior	Duluth	23.50
Total mileage operated			1.54
			68.63
			4,348.86

Since making report for year ending June 30, 1890, the entire system has been remeasured, and many discrepancies discovered between the actual mileage and that shown in the last year's report, details of which will be found on page 10.

Mileage reported June 30, 1890 4,042.46

Discrepancies (see page 10) 28.49

New mileage added during year (page 59) 281.61

Less mileage abandoned 4,352.56

Mileage June 30, 1891 3.70

4,348.86

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Northern Pacific Railroad Company, 1891.*

## STATEMENT

Showing difference between mileage shown in report of June 30, 1891, and actual measurement made since.

Name.	New Mileage.	Old Mileage.	Incr' &c	Decr' &c
Northern Pacific Railroad—				
Ashland to Portland, etc.	2,137.14	2,134.10	3.04	
Allouez to Duluth	7.71	7.70	.01	
Cokedale Branch	3.59	3.60		.01
Spurr	15.97	4.00	11.97	
Cleatun Railroad	3.44	3.44		
Northern Pacific, La Moure & Missouri River Railroad	21.30	21.30		
Spokane Falls & Idaho Railroad	14.39	13.60	.79	
Northern Pacific & Cascade Railroad—				
Cascade to Wilkeson and Carbo	10.07	10.40		.33
Crocker to Douty	5.30	5.30		
Green River & Northern Railroad—				
Palmer to Durham	2.90	2.90		
Northern Pacific & Puget Sound Shore Railroad	31.42	30.50	.92	
Tacoma, Orting & Southeastern Railroad	7.65	7.60	.05	
Rocky Fork & Cooke City Railroad	45.43	46.75		1.32
Duluth, Crookston & Northern Railroad	22.80	22.80		
Jamestown & Northern Railroad Extension	18.03	18.09	.06	
Northern Pacific & Manitoba Railroad	263.54	264.20		.66
Cœur d'Alene Railway & Navigation Company	38.51	38.44	.07	
James River Valley Railroad	63.75	64.20	.45	
Little Falls & Dakota Railroad	89.08	87.80		1.28
Fargo & Southwestern Railroad	87.41	87.40	.01	
Sanborn, C. & Turtle Mountain Railroad	36.75	36.50	.25	
Jamestown & Northern Railroad	102.59	102.50	.09	
Rocky Mountain Railroad of Montana	52.61	51.70	.91	
Helena & Jefferson County Railroad	20.58	20.10	.48	
Northern Pacific & Montana Railroad—				
Jefferson to Calvin	30.05	30.00	.05	
Clough Junction to Marysville	12.58	12.50	.08	
Missoula to Grantsdale	50.83	50.50	.33	
Drummond to Rumsey	32.12	32.20		.08
Logan to Butte	70.88	70.50	.38	
Total	3,298.42	3,280.53	20.74	2.85

## STATEMENT

Showing difference between mileage shown in report of June 30, 1891, and actual measurement made since.

Name.	Correct Mileage.	Old Mileage.	Incr' &c	Decr' &c
Central Washington Railroad	88.54	87.50	1.04	
Duluth & Manitoba Railroad	205.77	206.74		.98
Spokane & Palouse Railway	105.43	104.40	1.03	
Northern Pacific, Fergus & Black Hills Railroad	117.07	117.10		.03
St. Paul & Northern Pacific Railroad	181.70	175.74	5.96	
Helena & Red Mountain Railroad	17.08	16.70	.38	
Great Northern Railroad	12.12	12.12		
Minneapolis Union Railway	2.60	2.60		
Minneapolis & St. Louis Railway	1.62	1.62		
Chicago, St. Paul, M. & Omaha Railroad	3.70	3.70		
Northern Pacific Terminal Company	1.32	1.30	.02	
St. Paul & Duluth Railroad	24.60	23.50	1.10	
Superior Short Line Railway (one-half owned)	1.54		1.54	
Union Depot, St. Paul	.56		.56	
Southeastern Dakota Railroad	8.90	8.90		
Total	4,070.95	4,042.46	28.49	1.03

*Northern Pacific Railroad Company, 1891.*

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33.

Name.	Terminals.		By what company operated.	Under what kind of a contract operated.	Miles of line.
	From—	To—			
Total					

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the bank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Northern Pacific Railroad Company, 1891.

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—						
Common.....	490,000	\$ 100 00	\$ 49,000,000 00	\$ 49,000,000 00		\$ 369,504 00
Preferred.....	510,000	100 00	51,000,000 00	36,638,612 45	1½	388,906 00
					1½	387,070 00
					1½	386,986 00
Total.....	1,000,000		\$100,000,000 00	\$ 85,638,612 45		\$ 1,472,466 00
Manner of payment for capital stock.						
	Number of shares issued during year.	Cash realized on amt issued during year.	Total number of shares issued.	Total cash realized.	Remarks.	
Issued for cash—						
Common.....					<p>All stock is issued in consideration and in pursuance of the plan of reorganization adopted at a meeting of the holders of the first mortgaged bonds of the former.</p> <p>Organization recognized and affirmed by the court in the proceedings whereby said mortgage was foreclosed.</p> <p>Copy of plan of reorganization filed with report for the year ending June 30, 1888.</p>	
Preferred.....						
Issued for construction—						
Common.....						
Preferred.....						
Issued for reorganization—						
Common.....			490,000	\$ 49,000,000 00		
Preferred.....			510,000	51,000,000 00		
Issued for.....						
Total.....			1,000,000	\$100,000,000 00		

*Northern Pacific Railroad Company, 1891.*

**FUNDED DEBT.**  
 MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	When payable.	Interest.	
	Date of issue.	When due.							Amount accrued during year.	Am't paid during year.
General first mortgage-----	1881	1921	\$ 46,943,000 00	\$ 46,943,000 00	44,482,000	\$44,135,230 80	6%	Jan., July	\$ 2,692,020 00	\$ 2,706,480 00
General second mortgage-----	1883	1883	20,000,000 00	20,000,000 00	19,628,000	16,485,989 76	6%	Apr., Oct.	1,183,380 00	1,192,320 00
General third mortgage-----	1887	1887	12,000,000 00	11,383,000 00	11,298,000	9,034,921 00	6%	June, Dec.	675,950 00	674,775 00
*Consolidated mortgage-----	1849	1889	160,000,000 00	42,687,000 00	42,587,000	37,817,590 32	6%	June, Dec.	1,443,571 82	1,294,843 42
Missouri Division mortgage-----	1879	1919	2,500,000 00	2,500,000 00	1,965,000	2,499,738 00	6%	May, Nov.	120,650 00	119,745 00
Pend d'Oreille Div. mortgage-----	1879	1919	4,500,000 00	4,500,000 00	1,348,000	4,325,599 75	6%	Mar., Sept.	91,133 46	99,660 00
Division Certificates extended-----	1887	1907	4,640,821 20	4,640,821 20	645,500	4,640,821 20	6%	Jan., July	40,369 00	43,840 23
Total-----			\$250,583,821 20	\$132,603,821 20	\$121,951,500	118,989,950 83			\$ 6,247,074 28	\$ 6,131,663 65

\*Consolidated mortgage is intended to retire prior mortgages.

## Northern Pacific Railroad Company, 1891.

**FUNDED DEBT.—CONTINUED.**  
**EQUIPMENT TRUST OBLIGATIONS**  
**A.—GENERAL STATEMENT.**

Series or other designation.	Date of contract.	Term.	Number of pay- ments.	Equipment covered.	Remarks.
N. W. Equipment Company	1888	10 years	(one)	82 locomotives 2,630 box cars 500 coal and dump cars 850 furniture cars 10 passenger cars 50 refrigerator cars 5 express cars 20 emigrant cars 6 mail and express cars	

## B.—STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	Deferred payments—principal		Deferred payments—interest.		
		Original amount.	Amount outstanding.	Amount outstanding.	Am't accrued during year.	Am't paid during year.
N. W. Equipment Company		\$ 3,000,000	\$ 3,000,000		\$ 210,000	\$ 210,000
Total						7%
"Miscellaneous obligations," p. 19						
Total "miscel. obligations"						

Contract mentioned above provides for the purchase by the Northern Pacific Railroad Company of the equipment described in October, 1898, the railroad company depositing with the trustee annually an amount in cash or bonds equal to 10% of the purchase price, as collateral security for the purchase at date stated. In the meantime the railroad company pays as rental for use of equipment, 7% per annum on cost and collects interest on bonds held by trustee.



## Northern Pacific Railroad Company, 1891.

## CURRENT ASSETS AND LIABILITIES.

(Cash and current assets available for payment of current liabilities.)

Cash	\$ 2,406,810 84
Bills receivable	6,417,855 69
Due from agents	740,550 93
Net traffic balances due from other companies	222,960 52
Due from solvent companies and individuals	3,151,986 99
Other cash assets (excluding materials and supplies)	4,381,500 23
Balance—Current liabilities	
Total	\$17,315,671 20

(Current liabilities accrued to and including June 30, 1891.)

Receiver's certificates	\$
Loans and bills payable	11,550,000 00
Audited vouchers and accounts	2,999,780 46
Wages and salaries	1,826,789 94
Net traffic balances due to other companies	
Dividends not called for	7,312 00
Matured interest coupons unpaid (including coupons due July 1)	
Refunds due July 1 (Guarantee Beh. Rds.)	1,545,028 80
Miscellaneous	86,760 00
Balance—Cash assets	
Total	\$ 17,315,671 20

\* Materials and supplies on hand, \$2,149,257.72. [See general balance sheet, page 49.]

## RECAPITULATION.

A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Accrued.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other properties.	Miles.	Amount.	
(Capital stock, page 17.	\$ 85,658,612 45			3,234.82	\$ 26,480 18	
Bonds, page 19 (grand total).	121,951,500 00			3,234.82	37,699 62	
Equipment trust obligations, page 21	3,000,000 00			3,234.82	927 41	
Total	\$210,610,112 45			3,234.82	\$ 65,107 21	

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

# REPORT OF RAILROAD COMMISSIONERS.

129

## Northern Pacific Railroad Company, 1891.

R.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
Northern Pacific Railroad Company and branch lines owned	\$ 85,658,612 45	\$ 114,951,500 00		\$ 210,610,112 45	3,294.82	\$ 65,107 21
James River Valley Railroad	1,000,000 00	963,000 00		1,963,000 00	63.75	30,723 14
Spokane & Palouse Railway Company	1,000,000 00	1,766,000 00		2,766,000 00	111.52	24,802 72
Duluth & Manitoba Railway Company	2,000,000 00	3,101,000 00		5,101,000 00	205.77	24,789 81
Helena & Red Mountain Railroad Company	400,000 00	400,000 00		800,000 00	17.08	46,838 41
Central Washington Railroad Company	1,500,000 00	1,750,000 00		3,250,000 00	108.54	29,942 88
Northern Pacific & Montana Railroad Company	1,878,600 00	5,331,000 00		7,259,600 00	318.54	22,790 23
Coeur d'Alene Railway & Navigation Company	1,000,000 00	1,238,000 00		2,238,000 00	38.51	58,114 71
St. Paul & Northern Pacific Railway	6,250,000 00	8,423,000 00		14,673,000 00	181.70	80,753 99
Total	\$ 100,687,212 45	\$ 147,973,500 00		\$ 248,660,712 45	4,280.23	\$ 58,095 17

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



## Northern Pacific Railroad Company, 1891.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.	Charged to income account as permanent improvements.	Charged to construction or equipment.		
Construction—						
Franchise, equipment and lands acquired under decree of court.....	\$	\$		Cr. \$761,450 47	\$ 69,520,191 17	\$
Right of way.....				8,409 39	301,037 49	
Other real estate.....				46,968 99	241,114 60	
Fences.....				19,290 00	303,108 13	
Grading and bridge and culvert masonry.....		61,684 23		210,292 47	20,961,136 59	
Bridges and trestles.....		5,555 32		45,939 14	8,858,563 45	
Rails.....				196,496 25	12,044,018 64	
Ties.....				8,576 94	2,227,306 27	
Other superstructure.....				18,944 08	4,708,248 14	
Buildings, furniture and fixtures.....				627,146 21	6,175,351 25	
Shop machinery and tools.....				156,799 83	6,722,896 34	
Engineering expenses.....				28,725 15	2,890,610 11	
Interest during construction.....				8,596 19	4,534,882 15	
Discount on securities sold for construction.....				4,543,478 34	19,450,912 65	
Telegraph line.....				17,067,580 67	297,969 42	
Wharfing, etc.....				2,383,331 98	639,504 02	
Sidings and yard extensions.....				194,025 80	1,899,104 75	
Terminal facilities and elevators.....				252,783 83	27,264 09	
Branch lines.....				440,302 10	16,165,716 34	
Purchase of constructed road, one-half interest, 23 1/2 miles, St. P. & D.....				5,215,677 31	500,000 00	
Other items.....					2,893,451 96	
Total construction.....	\$ 127,239 95	\$ 60,000 00		\$ 8,448,547 92	\$174,427,408 96	\$ 53,921 83
Equipment—						
Locomotives.....				226,464 93	5,371,305 04	
Passenger cars.....				756,829 08	949,459 47	
Sleeping, parlor and dining cars.....				107,072 90	736,813 29	
Baggage, express and postal cars.....				2,636 68	294,816 35	
Combination cars.....				700 00	91,855 00	
Freight cars.....				1,256,108 10	7,033,616 75	
Other cars of all classes.....				64,850 87	926,302 38	
Truck equipment.....				25,000 00	3,082,526 48	
Floating equipment.....				25,000 00	448,992 46	
Total equipment.....	\$ 26,400 00	\$ 183,639 95		\$ 2,312,667 63	\$ 19,384,187 24	\$ 5,962 35
Grand total cost construction, equipment, etc.....				\$ 10,661,215 55	\$193,811,596 60	\$ 59,914 18
Total cost construction, equipment etc.....				\$183,100,350 00		

*Northern Pacific Railroad Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$ 25,398,999 20	
Less operating expenses, page 45.....	15,050,013 72	
Income from operation.....		\$ 10,348,985 48
Deficit.....		
Dividends on stocks owned, page 37.....	\$ 695,248 67	
Interest on bonds owned, page 39.....	5,298 02	
Miscellaneous income, less expenses, page 41.....	627,968 44	
Income from other sources.....		1,328,500 13
Total income.....		\$ 11,677,485 61
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....	\$ 6,457,074 28	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....	2,038,755 99	
Taxes.....	460,594 44	
Permanent improvements, page 29.....	153,639 95	
Other deductions.....	656,668 40	
Total deductions from income.....		9,766,733 06
Net income.....		\$ 1,910,752 55
Deficit.....		
Dividends, %, common stock.....		
Dividends, 4%, preferred stock, quarterly, four quarters.....	\$ 1,472,466 00	
Other payments from net income.....		
Total.....		1,472,466 00
Surplus from operations of year ending June 30, 1891.....		\$ 438,296 55
Deficit from operations of year ending June 30, 1891.....		
Less charged in profit, and less previous year, see opposite.....		100,147 50
		\$ 338,139 05
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....	1,576,998 72	
Surplus on June 30, 1890, accumulated sinking fund.....	3,420,513 65	
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		4,997,512 37
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		\$ 5,335,651 42
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

The operation of the consolidated mortgage practically converts the funded debt from a sinking fund to a non-sinking fund debt, and necessitates following transfers as of June 30, 1890.

Balance profit and loss June 30, 1890.....	\$ 1,576,998 72	
Accrued sinking fund transferred.....	3,420,513 65	
		\$ 4,997,512 37
Sinking fund accrued prior to June 30, 1890, improperly charged to profit and loss.....	\$100,752 50	
Bonds in sinking fund computed at 110 as per mortgage now reduced to par.....	209,900 00—	100,147 50
Correct balance as of June 30, 1890.....		\$ 4,897,364 87

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road.....		
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total income.....		
Deficit.....		
Deductions from income—		
Salaries and maintenance of organization.....		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		
Net income.....		
Deficit.....		
Dividends, %, common stock.....		
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		
Deficit from operations of year ending June 30, 1891.....		
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1891.***EARNINGS FROM OPERATION.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
<b>Passenger—</b>			
Passenger revenue.....	\$ 261,389 94	\$	
Less repayments—			
Tickets redeemed.....		477 35	
Excess fares refunded.....		117 93	
Other repayments.....		1,665 48	
Total deductions.....		\$ 2,257 76	
Total passenger revenue.....			\$ 259,132 18
Mail.....			6,339 63
Express.....			7,615 54
Extra baggage and storage. { \$2,704 01..... }			
{ 118 41 storage..... }			2,912 42
Other items..... { Sleepers..... \$ 4,772 13 }			
{ News and baggage. 173 22 }			4,945 3 <sub>5</sub>
Total passenger earnings.....			\$ 280,945 12
<b>Freight—</b>			
Freight revenue.....	200,456 66		
Less repayments—			
Overcharge to shippers.....		\$ 954 56	
Other repayments.....			
Total deductions.....		\$ 954 56	
Total freight revenue.....			\$ 199,502 10
Stock yards.....			
Elevators.....			
Other items, Stor. and Dem.....			558 00
Total freight earnings.....			\$ 200,060 10
Total passenger and freight earnings.....			\$ 481,005 22
<b>Other earnings from operation—</b>			
Car mileage, balance.....	\$ 710 20		
Switching charges, balance.....	1,796 00		
Telegraph companies.....	30 12		
Rents from tracks, yards, and terminals, page 41.....			
Rents not otherwise provided for.....			
Other sources.....			
Total other earnings.....			\$ 2,536 32
Total gross earnings from operation, Oregon.....			\$ 483,541 54
Total gross earnings from operation, entire line.....			25,398,999 20

Division of entire line above is as under.

Rail earnings.....	\$25,334,979 41
Cœur d'Alene water lines.....	64,019 76
	\$25,398,999 20

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1891.*

## STOCKS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Preferred stock	\$ 5,954 03	4%	\$ 412 00	\$ 5,954 03
Northern Pacific. Fergus & B. H. R. R. Co.	15,000,000 00			50,000 00
Northern Pacific Coal Company	600,000 00			579,166 66
Northern Pacific Express Company	325,000 00	Netrev.	153,627 75	335,000 00
Lake Superior Ter. & Transfer Railway Co.	15,700 00			15,700 00
Superior Consolidated Land Company	546,509 00			546,500 00
Tacoma Land Company	500,050 00			250,025 00
St. Paul & Northern Pacific Railway Co.	3,801,300 00	6%	537,005 92	1,798,900 00
Montana Union Railway Company	425,000 00			425,000 00
Northern Pacific & Montana Ry Co. (Subs.)	50,000 00			50,000 00
Cœur d'Alene Railway & Navigation Co.	1,000,000 00			250,000 00
Minnesota Transfer Railway Company	7,000 00			7,000 00
Seattle, Lake Shore & Eastern Railway Co.	3,162,650 60			1,423,192 50
Yellowstone Park Association	200,495 09			200,495 09
St. Paul Union Depot Company	70,000 00	6%	4,200 00	70,000 00
Duluth Union Depot Company	125,000 00			125,000 00
Virginia Land & Townsite Company	249,800 00			11,650 00
Northern Pacific, Yakima & Kittitas Irr. Co	50,000 00			50,000 00
World's fair, Sub. to	13,333 33			13,333 33
Total	\$25,187,782 45		\$ 695,248 67	6,216,916 61

Cost, \$6,246,916.61.

## BONDS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Minnesota Transfer Railway Company	\$ 101,000 00	5%	\$ 988 02	\$ 101,000 00
St. Paul East rn Grand Trunk Railway	10,000 00	6%	600 00	9,585 08
General second mortgage bonds (wood insurance fund)	10,000 00	6%	600 00	9,381 25
General third mortgage bonds	7,000 00	5%	210 00	7,000 00
Soldiers' additional homestead scrip, cost	6,768 12			6,768 12
St. Paul & Northern Pacific Railway Company bonds	174,000 00		2,900 30	200,390 00
Total	\$ 308,768 12		5,298 02	331,134 45

Cost, \$334,134.45.

*Northern Pacific Railroad Company, 1891.***RENTALS RECEIVED.****RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.**

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company using property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks, yards and terminals.....	St. Paul to Minneapolis.....	Minn. & St. Louis R'y. ....	\$ 59,681 01	
Tracks, yards and terminals.....	St. Paul to Minneapolis.....	M., S. St. M. & A. R'y.....	61,565 94	
Tracks, yards and terminals.....	St. Paul to Minneapolis.....	C., St. P. & K. C. R'y.....	38,908 52	
Tracks, yards and terminals.....	St. Paul.....	St. Paul & St. C. Falls R'y.....	4,547 20	
Tracks.....	St. Paul.....	Wisconsin Central R'y.....	14,965 40	
Tracks, yards and terminals.....	Minneapolis.....	Minn. & Pac. Co. ....	4,063 19	
Tracks.....	Fergus Falls and Brecken- ridge.....	Great Northern R'y Co.....	9,555 00	
Tracks.....	West Superior.....	C., St. P., M. & O. R'y Co.....	249 12	
Tracks.....	West Superior.....	Eastern Railway of Minn.....	3,000 00	
Tracks, yards and terminals.....	Iron River to Duluth.....	Duluth, So. Shore & Atl.....	36,482 40	
Tracks.....	Little Falls, Minn.....	St. Paul & N. P. Co.....	1,200 00	
Tracks.....	Washington.....	Clealum Railroad.....	12,800 77	
Tracks.....	Duluth.....	Duluth & Winnipeg R. R.....	436 56	
Grand total rents received.....				\$ 247,455 11

**MISCELLANEOUS INCOME.**

<i>Item.</i>	<i>Gross income.</i>	<i>Less expenses.</i>	<i>Net miscellaneous income.</i>
Interest on yard property, St. Paul.....	\$ 26,250 00		
Rent of grounds to private parties.....	16,386 75		
Rocky Fork Coal Company.....	13,333 33		
Interest on cost of St. Louis river bridge used in common with other roads.....	12,360 05		
Net earnings Yeeler wharf.....	7,310 19		
Sale of land at Marshall grade.....	2,590 00		
Unclaimed wages.....	14,908 21		
Pullman Palace Car Co., adjustment of account.....	46,450 79		
Sundry accounts.....	3,763 74		
Adjustment Wisconsin Central rental.....	5,687 54		
Land receipts applicable to sinking fund.....	478,912 84		
Total.....			\$ 627,953 44

*Northern Pacific Railroad Company, 1891.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures—</b>			
Repairs of roadway.....	\$ 720,522 20	\$ 1,279,914 61	\$ 2,000,436 81
Renewals of rails.....	65,467 40	135,530 43	200,997 83
Renewals of ties.....	200,734 04	337,771 26	538,505 30
Repairs of bridges and culverts.....	313,716 18	607,945 57	951,661 75
Repairs of fences, road-crossings, signs, and cat- tle guards.....	20,587 86	45,315 05	65,902 91
Repairs of buildings.....	89,468 57	169,546 56	259,015 13
Repairs of docks and wharves.....	9,736 42	19,153 03	28,889 45
Repairs of telegraph.....	10,867 68	20,619 44	31,517 12
Other expenses.....	20,225 85	36,096 16	57,222 01
<b>Total.....</b>	<b>\$ 1,481,326 20</b>	<b>\$ 2,652,822 11</b>	<b>\$ 4,134,148 31</b>
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives.....	202,786 18	607,615 60	810,401 78
Repairs and renewals of passenger cars.....	373,073 97		373,073 97
Repairs and renewals of freight cars.....		1,000,743 97	1,000,743 97
Repairs and renewals of ferry-boats, tugs, floats, barges, and river steamers.....	1,949 37	2,539 41	4,788 78
Shop machinery, tools, etc.....	22,151 41	39,040 56	61,191 97
Other expenses.....			
<b>Total.....</b>	<b>\$ 599,960 93</b>	<b>\$ 1,650,269 54</b>	<b>\$ 2,250,230 47</b>
<b>Conducting transportation—</b>			
Wages of enginemen, firemen, and round-house- men.....	448,510 88	1,016,098 58	1,464,609 46
Fuel for locomotives.....	448,120 27	1,421,510 41	1,869,630 68
Water supply for locomotives.....	39,326 71	75,163 80	114,490 51
All other supplies for locomotives.....	21,629 22	49,858 88	71,488 10
Wages of other trainmen.....	292,544 18	795,311 25	1,087,855 43
All other train supplies.....	184,557 11	112,023 30	296,580 41
Wages of switchmen, flagmen and watchmen.....	87,563 57	279,316 72	366,870 29
Expense of telegraph, including train dispatch- ers and operators.....	146,837 52	253,567 14	400,404 66
Wages of station agents, clerks, and laborers.....	156,980 12	618,277 19	795,257 61
Station supplies.....	18,844 50	45,206 24	64,050 74
Switching charges.....	6 13	28,316 93	28,323 06
Car mileage, balance.....			
Loss and damage.....	53,800 13	117,338 54	171,228 67
Injuries to persons.....	82,441 13	35,900 02	118,341 15
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....	31,493 94	39,054 69	70,548 63
Other expenses.....	17,260 55	56,018 82	73,279 37
<b>Total.....</b>	<b>\$ 2,030,296 26</b>	<b>\$ 4,962,957 81</b>	<b>\$ 6,993,254 07</b>
<b>General expenses—</b>			
Salaries of officers.....	77,338 51	169,681 24	247,019 75
Salaries of clerks.....	101,172 06	238,435 74	339,607 80
General office expenses and supplies.....	31,550 94	69,012 65	100,563 59
Agencies, including salaries and rent.....	128,724 61	115,881 48	244,606 09
Advertising.....	112,176 38	666 93	112,843 31
Commissions.....	85,716 93	31,474 55	117,191 48
Insurance and loss by fire.....	18,083 96	43,606 15	61,690 11
Expense of fast freight lines.....			
Expense of traffic associations.....	4,292 73	59,839 19	64,131 92
Expense of stock yards and elevators.....		1,173 70	1,173 70
Rents for tracks, yards, and terminals, page 47, B.....	73,038 31	36,573 23	109,611 54
Rents not otherwise provided for.....			
Legal expenses.....	3,516 83	76,649 81	111,166 64
Stationery and printing.....	34,172 40	69,431 42	103,603 82
Other general expenses.....	25,465 34	33,706 78	59,172 12
<b>Total.....</b>	<b>\$ 726,249 00</b>	<b>\$ 916,131 87</b>	<b>\$ 1,672,380 87</b>

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1891.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....	\$ 1,481,328 20	\$ 2,652,822 11	\$ 4,134,148 31
Maintenance of equipment.....	599,960 93	1,650,259 54	2,250,230 47
Conducting transportation.....	2,030,296 26	4,962,957 81	6,993,254 07
General expenses.....	726,249 00	946,131 87	1,672,380 87
Grand total.....	\$ 4,837,832 39	\$10,212,181 33	\$ 15,050,013 72
Percentage of expenses to earnings, entire line.....			58 25
Operating expenses, Oregon—			
Maintenance of way and structures.....	40,854 63	33,700 26	74,554 89
Maintenance of equipment.....	10,436 94	12,661 04	23,097 98
Conducting transportation.....	61,351 86	123,311 98	184,663 84
General expenses.....	30,938 89	22,769 88	53,708 77
Total.....	\$ 143,576 82	\$ 192,443 16	\$ 336,019 98
Percentage of expenses to earnings, Oregon.....			69.5

Division of operating expenses shown above is as follows:

<i>Name of Line.</i>	<i>Passenger.</i>	<i>Freight.</i>	<i>Total.</i>
Rail line.....	\$ 4,822,483 17	\$10,182,883 68	\$ 15,005,316 85
Water transportation Cœur d'Alene lake and river.....	15,399 22	29,297 65	44,696 87
Total.....	\$ 4,837,832 39	\$10,212,181 33	\$ 15,050,013 73



*Northern Pacific Railroad Company, 1891.*

## RENTALS PAID.

## A.—RENTS PAID FOR LEASE OF ROAD.

<i>Name of road.</i>	<i>Interest on bonds guaranteed.</i>	<i>Dividends on stocks guaranteed.</i>	<i>Cash.</i>	<i>Total.</i>
St. Paul & Northern Pacific R'y Co. \$		\$	\$ 1,024,057 94	\$ 1,024,057 94
Little Falls & Dakota R'y Co. ....	28,991 73	-----	-----	-----
N. P., Fergus & B. H. R. R. Co. ....	38,644 66	-----	-----	-----
Fargo & Southwestern R. R. Co. ....	28,848 20	-----	-----	-----
Jamestown & Northern R. R. Co. ....	33,688 67	-----	-----	-----
S. C. & Turtle Mountain R. R. Co. ....	11,620 54	-----	-----	-----
Rocky Mountain R. R. of Montana	16,495 11	-----	-----	-----
Helena & Jefferson Co. R. R. Co. ....	6,412 98	-----	-----	-----
Helena & Red Mountain R. R. Co. ....	24,000 00	-----	-----	-----
N. P. & Montana R. R. Co. ....	322,146 66	-----	-----	-----
Cœur d'Alene R'y & Nav. Co. ....	59,220 00	-----	-----	-----
Central Washington R. R. Co. ....	105,000 00	-----	-----	-----
James River Valley R. R. Co. ....	57,780 00	-----	-----	-----
Spokane & Palouse Railway Co. ....	95,796 50	-----	-----	-----
Duluth & Manitoba R. R. Co. ....	186,060 00	-----	-----	1,014,698 05
Total rents, A. ....		-----	-----	\$ 2,038,755 99

## B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks—				
-----	Minn. to St. Paul.	St. Paul, M. & M. R'y	\$ 35,857 67	\$ -----
-----	Minneapolis.	Minneapolis Union R'y	46,516 52	-----
-----	Superior.	C., St. P., M. & O. R'y	1,921 15	-----
-----	Anacortes to Sedro	Seattle & Northern R'y	7,727 88	92,023 22
Yards—				
-----				-----
-----				-----
Terminals—				
-----	Portland, Or.	Northern Pacific Ter. Co.	15,021 65	-----
-----	Winnipeg	Winnipeg Trans. Co.	464 67	-----
-----	Ashland depot	Wisconsin Central Co.	2,100 00	17,588 32
Grand total, B. ....				\$ 109,611 54

*Northern Pacific Railroad Company, 1891.*

June 30, 1880.	June 30, 1891.	Year ending June 30, 1891.
<i>Assets.</i>	<i>Liabilities.</i>	
<i>Item.</i>	<i>Item.</i>	<i>Total.</i>
Cost of road, page 29	Cost of road, page 29	\$ 8,448,517 92
Cost of equipment, page 29	Cost of equipment, page 29	2,212,697 63
Stocks owned, page 37	Stocks owned, page 37	2,038,559 15
Bonds owned, page 39	Bonds owned, page 39	453,760 00
Other permanent investments	Other permanent investments	
Branch roads, contingent assets	Branch roads, contingent assets	10,020,383 90
Farmers' Loan & Trust Company	Farmers' Loan & Trust Company	
western Equipment Company	western Equipment Company	353,000 00
Land owned, about 40 000 000 acres	Land owned, about 40 000 000 acres	
Cash in hands trustee	Cash in hands trustee	197,416 85
Deferred payments land sales	Deferred payments land sales	5,669,840 05
Cash in hands trustee sinking fund	Cash in hands trustee sinking fund	88,430 45
Cash and current assets, page 29	Cash and current assets, page 29	808,065 32
Other assets	Other assets	3,715,019 02
Materials and supplies	Materials and supplies	
Sinking fund	Sinking fund	2,149,257 72
Sundries	Sundries	
Profit and loss	Profit and loss	
Grand total	Grand total	\$ 23,618,464 86
	<i>Liabilities.</i>	
	Capital stock, page 17	\$ 86,658,612 45
	Funded debt, page 23	121,951,500 00
	Current liabilities, page 24	17,315,671 20
	Accrued interest on funded debt not yet payable	558,302 50
	Rents accrued not due	56,817 75
	Guarantee to branch roads accrued not due	517,289 81
	Dividends not due	366,996 00
	Deferred payments on land sales, applied to sinking fund when collected	2,778,289 44
	Profit and loss	5,385,651 42
	Invested in sinking fund, \$4,005,005.32	
	Surplus	1,329,616.10
	Grand total	\$ 23,618,464 86

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1891.***IMPORTANT CHANGES DURING THE YEAR.**

1. All extensions of road put in operation.	
None.	
2. Decrease in mileage by line abandoned or line straightened.	
None.	
3. All important physical changes (other than those above referred to).	
None.	
4. All leases taken or surrendered.	
None.	
5. All consolidations or reorganizations effected.	
None.	
6. All new stocks issued.	
None.	
7. All new bonds issued.	
Bonds issued—	
General third mortgage bonds.....	\$ 109,000 00
Consolidated mortgage bonds.....	16,337,721 28—\$16,446,721 28
Bonds cancelled—	
Missouri division bonds.....	165,000 00
Pend d'Oreille division bonds.....	576,000 00— 741,000 00
Bonds retired by sinking fund—	
General first mortgage.....	2,461,000 00
General second mortgage.....	374,000 00— 2,835,000 00
Third mortgage bonds retired by issue of consols.....	85,000 00
Dividend certificates cancelled.....	104,000 00

**SECURITIES PURCHASED.**

Northern Pacific preferred stock.....	\$ 3,028 32
Northern Pacific Express Company stock.....	25,000 00
St. Paul & Northern Pacific Railway stock.....	798,800 00
Superior Consolidated Land Company stock.....	1,400 00
Seattle, Lake Shore & Eastern Railway stock.....	1,173,192 50
Duluth Union Depot Company stock.....	125,000 00
Virginia Land & Townsite Company stock.....	11,650 00
Northern Pacific, Yakima & Kittitas Irrigation Company stock.....	50,000 00
World's Fair stock.....	13,333 33
St. Paul & Northern Pacific Railway Company bonds.....	200,390 00—\$2,401,794 15

**SECURITIES SOLD.**

Lake Superior & Puget Sound Land Company stock.....	\$ 142,845 00
Minnesota Transcontinental Railway Company bonds.....	8,000 00
General third mortgage bonds.....	22,000 00
Dividend certificates extended.....	6,500 00
Northern Pacific & Montana Railroad bonds.....	617,650 00—\$ 796,995 00

**CONTRACTS, AGREEMENTS, ETC.**

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. The Northern Pacific Express Company runs over all lines operated by this company, paying one and one-half first-class rates except in a few instances.
2. Have no contracts for transportation of mails. The government pays a specified rate per mile per annum, based on the average weight of mail carried on different sections of the road.
3. Sleeping cars are owned by the Northern Pacific Railroad and Pullman Palace Car Company jointly; operated by the latter company, and the earnings and expenses shared equally by both.
- Dining cars are owned and operated by the Northern Pacific Railroad Company.
4. None.
5. None.
6. None.
7. With Western Union Telegraph Company to build two lines; Northern Pacific Railroad Company to pay one-third the expense; additional wires to be supplied by the company requiring them; railroad company to keep lines in repair. Telegraph receipts, with the exception of certain offices, are to be divided one-third to railroad company, and two-thirds to telegraph company. Railroad company pays operators at all offices where the business does not exceed twenty paid messages daily.
8. None.

## Northern Pacific Railroad Company, 1891.

## SECURITY FOR FUNDED DEBT—PAGE 23.

Class of bond or obligation.	What road mortgaged.		Amount of mortgage per mile of line.	Security.
	From—	To—		
First mortgage bonds Missouri Div.	Missouri river	Yellowstone river.	205.00 \$	12,185 12
First mortgage bonds P. d'O. Div.	Snake river	Lake P. d'Oreille	225.00	20,000 00
General first mortgage bonds	Ashland	Wallula & P'tland	(See note)	25,000 00
General second mortgage bonds	Same.	Same.		
General third mortgage bonds.	Same.	Same.		
Consolidated mortgage bonds				
Dividend certificates extended				
Northwest Equipment Company	None.	None.		

(General first mortgage bonds were issued at the rate of \$25,000 per mile on 2,136.98 miles (\$53,421,000), of which \$6,481,000 was held in escrow, there being a corresponding amount of Missouri & Pend d'Oreille division bonds outstanding at date of general first mortgage, January 1, 1891.)

When Missouri & Pend d'Oreille division bonds are retired with proceeds from land sales, a corresponding amount of first mortgage bonds held in escrow are also retired.

The entire mileage bonded is 2,136.98 miles, though according to the terms of the mortgages the entire property of the company is covered by them. Consolidated mortgage bonds can be issued only as follows:

To retire first, second, and third mortgage bonds.....\$ 75,000,000  
 To retire branch road bonds.....50,000,000  
 For improvements and betterments and enlargement of terminals.....20,000,000  
 For additional roads and extensions.....20,000,000  
 For premium on bonds exchanged.....10,000,000  
 For other purposes as the board may direct.....9,000,000

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1891.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....	3	939	\$ 9,800 00	\$ 10 44
General office clerks.....	1	313	617 50	1 97
Station agents.....	3	939	3,514 36	3 74
Other station men.....	59	18,467	47,464 04	2 57
Enginemen.....	14	4,382	20,875 00	4 76
Firemen.....	14	4,382	10,935 15	2 50
Conductors.....	7	2,191	8,986 69	4 10
Other trainmen.....	16	5,008	12,848 38	2 56
Machinists.....				
Carpenters.....	19	5,947	17,199 20	2 89
Other shopmen.....	50	15,650	35,158 05	2 25
Section foremen.....	8	2,504	5,928 81	2 37
Other trackmen.....	73	22,819	39,017 20	1 71
Switchmen, flagmen, and watchmen.....	7	2,191	6,653 29	3 04
Telegraph operators and dispatchers.....	4	1,252	2,976 88	2 38
Employés—account floating equipment.....	15	4,695	13,890 08	2 96
All other employés and laborers.....	14	4,382	10,301 95	2 35
Total (including general officers), Oregon.....	307	96,091	\$ 246,169 59	\$ 2 56
Less general officers.....	3	939	9,800 00	10 44
Total (excluding general officers), Oregon.....	304	95,152	\$ 236,369 58	\$ 2 48
Distribution of above—				
General administration.....	4	1,252	10,417 50	8 32
Maintenance of way and structures.....	104	32,552	64,342 86	1 98
Maintenance of equipment.....	57	17,441	40,358 75	2 26
Conducting transportation.....	142	44,446	131,050 47	2 95
Total (including general officers), Oregon.....	307	96,091	\$ 246,169 58	\$ 2 56
Less general officers.....	3	939	9,806 00	10 44
Total (excluding general officers), Oregon.....	304	95,152	\$ 236,369 58	\$ 2 48
Total (including general officers) entire line.....	12,774	3,998,262	\$ 9,672,788 33	\$ 2 42

*Northern Pacific Railroad Company, 1891.*

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue.....	220,324	\$.....
Number of passengers carried one mile.....	8,013,018	.....
Average distance carried.....	36.5	.....
Total passenger revenue, page 35.....		259,132.12
Average amount received from each passenger.....		1.18
Average receipts per passenger per mile.....		.0322
Estimated cost of carrying each passenger one mile.....		.01785
Total passenger earnings, page 31.....		290,945.12
Passenger earnings per mile of road, average.....	40.14	6,999.13
Passenger earnings per train-mile.....		3.72240
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....	233,860	.....
Number of tons carried one mile.....	9,020,543	.....
Average distance haul of one ton.....	38.5	.....
Total freight revenue, page 35.....		199,502.10
Average amount received for each ton of freight.....		.85
Average receipts per ton per mile.....		.0221
Estimated cost of carrying one ton one mile.....		.02133
Total freight earnings, page 55.....		200,060.10
Freight earnings per mile of road.....	40.14	4,984.05
Freight earnings per train-mile.....		3.31637
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35.....		458,634.28
Passenger and freight revenue per mile of road.....	40.14	11,425.86
Passenger and freight earnings, page 35.....		491,005.22
Passenger and freight earnings per mile of road.....	40.14	11,983.14
Gross earnings from operation, page 35.....		493,541.54
Gross earnings from operation per mile of road.....	40.14	12,046.37
Expenses, page 45.....		336,019.98
Expenses per mile of road.....	40.14	8,371.20
<b>Train mileage—</b>		
Miles run by passenger trains.....	75,474	.....
Miles run by freight trains.....	60,325	.....
Miles run by mixed trains.....		.....
Total mileage trains earning revenue.....	135,799	.....
Miles run by switching trains.....		.....
Miles run by construction and other trains.....	11,891	.....
Grand total train mileage.....		.....
Mileage of loaded freight cars—north or west.....	380,556	.....
Mileage of loaded freight cars—south or east.....	490,169	.....
Mileage of empty freight cars—north or west.....	191,345	.....
Mileage of empty freight cars—south or east.....	75,248	.....
Average number of freight cars in train.....	18.85	.....
Average number of loaded cars in train.....	14.43	.....
Average number of empty cars in train.....	4.42	.....
Average number of tons of freight in train.....	149.5	.....
Average number of tons of freight in each loaded car.....	10.3	.....

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1891.*

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Column for revenue and rates.
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue	3, 112, 122	
Number of passengers carried one mile	244, 321, 201	
Average distance carried	78.5	
Total passenger revenue		*6, 413, 633. 49
Average amount received from each passenger		*2. 07
Average receipts per passenger per mile		*. 02637
Estimated cost of carrying each passenger one mile		†. 01980
[Total passenger earnings, page 35]		
Passenger earnings per mile of road	4, 222. 20	*7, 520, 890. 81
Passenger earnings per train-mile	47, 941. 83	*1, 781. 27
		*1. 56875
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue	4, 388, 819	
Number of tons carried one mile	1, 258, 266, 789	
Average distance haul of one ton	286. 7	
Total freight revenue		*17, 388, 954. 97
Average amount received for each ton of freight		*2. 96
Average receipts per ton per mile		*. 01382
Estimated cost of carrying one ton one mile		†. 00812
[Total freight earnings, page 35]		
Freight earnings per mile of road	4, 222. 20	*17, 401, 920. 98
Freight earnings per train-mile	96, 008. 80	*4, 121. 53
		*2. 00925
<b>Passenger and freight—</b>		
Passenger and freight revenue		*23, 832, 588. 46
Passenger and freight revenue per mile of road	4, 222. 20	*5, 644. 59
Passenger and freight earnings		*24, 922, 811. 79
Passenger and freight earnings per mile of road	4, 222. 20	*5, 902. 80
Gross earnings from operation		*25, 898, 999. 20
Gross earnings from operation per mile of road		*6, 015. 58
Expenses		†15, 050, 013. 72
Expenses per mile of road	4, 222. 20	†3, 564. 50
<b>Train mileage—</b>		
Miles run by passenger trains	4, 794, 183	
Miles run by freight trains	8, 660, 880	
Miles run by mixed trains		
Total mileage trains earning revenue	13, 455, 063	
Miles run by switching trains		
Miles run by construction and other trains	815, 448	
Grand total train mileage	13, 770, 511	
Mileage of loaded freight cars—south or west	72, 626, 778	
Mileage of loaded freight cars—north or east	57, 578, 886	
Mileage of empty freight cars—south or west	16, 670, 033	
Mileage of empty freight cars—north or east	28, 715, 112	
Average number of freight cars in train	20. 27	
Average number of loaded cars in train	15. 03	
Average number of empty cars in train	5. 24	
Average number of tons of freight in train	145. 3	
†Average number of tons of freight in each loaded car	9. 6	

\* Includes lake and river earnings *Cœur d'Alene Railway & Navigation Company.*† Includes lake and river expenses *Cœur d'Alene Railway & Navigation Company.*

*Northern Pacific Railroad Company, 1891.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

Commodity.	Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.		
			Whole tons.	Per cent.	
Products of agriculture	Grain.....	8,828	5,528	14,356	6.1
	Flour.....	3,602	3,756	7,358	3.1
	Other mill products.....	115	3,240	3,355	1.4
	Hay.....	511	980	1,491	.6
	Tobacco.....				
Products of animals.	Cotton.....				
	Fruit and vegetables.....	1,766	3,315	5,081	2.2
	Live stock.....	5,727	9,251	14,978	6.4
	Dressed meats.....	2,786	98	2,884	1.2
	Other packing-house products.....	226	1,006	1,232	.5
	Poultry, game, and fish.....	100	168	268	.1
	Wool.....	271		271	.1
Products of mines.	Hides and leather.....	464	6	470	.2
	Anthracite coal.....				
	Bituminous coal.....	14,258		14,258	6.1
	Coke.....	1,668		1,668	.7
	Ores.....	806	380	1,186	.5
Products of forest.	Stone, sand, and other like articles.....	2,591	795	3,386	1.5
	Lumber and other forest products.....	43,615	560	44,173	18.9
	Petroleum and other oils.....	1,400	296	1,696	.8
	Sugar.....	272	618	890	.4
Manufac- tures.	Naval stores.....				
	Iron, pig and bloom.....	208	40	248	.1
	Iron and steel rails.....		2,001	2,001	.9
	Other castings and machinery.....	2,017	7,826	9,843	4.2
	Bar and sheet metal.....	756	459	1,215	.5
	Cement, brick, and lime.....	3,249	1,307	4,556	2.0
	Agricultural implements.....	1,188	25	1,213	.5
	Wagons, carriages, tools, etc.....	1,776	235	2,011	.9
	Wines, liquors, and beers.....	1,165	1,221	2,389	1.0
Merchandise	Household goods and furniture.....	2,849	1,474	4,323	1.8
	Miscellaneous—other commodities not men- tioned above.....	64,065	3,248	67,313	28.8
Company freight.....		14,533	5,217	19,750	8.5
Total tonnage, Oregon.....		100,813	53,056	233,869	100.0
Total tonnage, entire line.....		4,130,873	257,946	4,388,819	100.0



*Northern Pacific Railroad Company, 1891.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....	15	74	73	Westinghouse		
Freight.....	73	392	389	Westinghouse		
Switching.....		29	16	Westinghouse		
Leased.....		108	104	Westinghouse		
Total locomotives.....	88	603	586			
Cars in passenger service—						
First-class passenger cars.....	16	69	69	Westinghouse	69	{ Cowell, 27. Miller, 42.
Second-class passenger cars.....	9	50	50	Westinghouse	50	Miller.
Combination passenger cars.....	4	20	20	Westinghouse	20	Miller.
Emigrant cars.....		40	40	Westinghouse	40	Miller.
Dining cars.....		24	24	Westinghouse	24	{ Cowell, 10. Miller, 14.
Parlor cars.....						
Sleeping cars.....		45	45	Westinghouse	45	Miller.
Baggage, express, and postal cars.....	3	98	98	Westinghouse	98	Miller.
Other cars in passenger service.....						
Business cars.....	1	16	16	Westinghouse	16	Miller.
Total.....	33	362	362		362	
Cars in freight service—						
Box cars.....	1,533	6,778	4,257	Westinghouse	1150	Janney.
Flat cars.....	713	4,045	1,831	Westinghouse	500	Gould.
Stock cars.....		849	849	Westinghouse	40	Janney.
Coal cars.....	242	1,532	831	Westinghouse	590	Gould.
Tank cars.....		4				
Refrigerator cars, 116; fruit, 30.....	11	196	196	Westinghouse	50	Janney.
Other cars.....	58	550	32	Westinghouse	36	Miller.
Total.....	2,557	13,954	7,996		2786	50 Gould.
Cars in company's service—						
Gravel cars.....		11				
Derrick cars.....		335	236	Westinghouse		
Caboose cars.....	35	1,707	5	Westinghouse		
Other road cars.....	238					
Total.....	273	2,053	241			
Cars contributed to fast freight line service.....						
Total cars owned.....	2,863	16,369	8,509		3148	
Cars leased.....		3,771	3,571	Westinghouse	41	{ Janney, 10. Miller, 31.
Grand total cars.....	2,863	20,140	12,170		3189	

## Northern Pacific Railroad Company, 1891.

## MILEAGE.

## A.—MILEAGE OF ROAD OPERATED.

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track	2,137.14	27.97	1,108.92		1,008.90	68.63	4,314.86	261.53	216.63	4,132.23
Miles of second track	10.50	.83			30.30	7.70	49.33			49.33
Miles of third track						7.70	7.70			7.70
Miles of yard track and sidings	408.91	28.02	109.14		138.84	7.70	685.91	20.87	297.65	388.26
Total mileage operated (all tracks)	2,556.55	56.12	1,218.06		1,177.04	91.73	5,049.50	282.40	514.28	4,585.22

## B.—MILEAGE OF LINE BY STATES AND TERRITORIES.

## 1.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Wisconsin	78.63	8.72			291.21		87.35	1.54		88.89
Minnesota	237.17	5.35	298.56		139.89	21.71	742.59	41.50	4.29	746.10
North Dakota	576.83	5.97	353.00		351.62	5.94	890.78		128.84	731.95
Montana	783.69	5.95	118.62		351.62	122.08	1,245.28		60.08	1,183.20
Idaho	84.53		32.90		7.09		144.62		9.30	135.32
Washington	538.23	5.41	142.50		212.97	109.80	898.94	24.27	13.86	909.35
Oregon	38.56	.26				2.00	89.82	1.32	.26	89.88
Manitoba			283.54				283.54			283.54
Total mileage operated (single track)	2,137.14	27.27	1,108.92		1,008.90	261.53	4,290.23	68.63	216.63	4,132.23

*Northern Pacific Railroad Company, 1891.***MILEAGE—CONCLUDED.****II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT**

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Wisconsin.....	78.63	8.72					87.35		1.20	87.35
Minnesota.....	277.17	5.46					282.63		.97	282.63
North Dakota.....	376.83	5.97					382.80			376.83
Montana.....	783.00	5.96					788.96			783.00
Idaho.....	81.68						81.68			81.68
Washington.....	538.23	5.44					543.67		.70	542.97
Oregon.....	38.46	.26					38.72		.26	38.46
Total mileage owned (single track).....	2,137.14	27.27					2,164.41		6.31	2,158.10

**RENEWALS OF RAILS AND TIES.**

New rails laid during year.				New ties laid during year.		
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
iron				Miscellaneous	44,544	.28 2-10
Total iron steel				Total	44,544	.28 2-10
Total steel						

*Northern Pacific Railroad Company, 1891.*

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....							
Freight.....		2,983	4	39	3,985	87,679	68.09
Switching.....		3,732	4	34	3,732	80,984	92.72
Construction.....			1	5	1,003	56,402	35.57
Total.....		7,685	9	78	7,740	225,015	68.80
Average cost at distributing point.....							

*Northern Pacific Railroad Company, 1891.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employes.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....								
Falling from trains and engines.....								
Overhead obstructions.....								
Collisions.....								
Derailments.....								
Other train accidents.....								
At highway crossings.....								
At stations.....						1		1
Other causes.....						2		2
Total.....						3		3

Kind of accident.	Others.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....								
Derailments.....								
Other train accidents.....								
At highway crossings.....						1		1
At stations.....								
Other causes.....		1	1				1	
Total.....		1	1			1	1	1

1 injured—Hand shut in coach door. 1 killed—Walking on track. 1 injured—Fell from train.  
 1 injured—Collision of train and hand car.

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Working divisions or branches.		Alignment.				Profile.					
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
Ashtand, Wis.	South Superior	68.88	71	12.48	56.40	27	1,168	28.75	35	1,109	31.46
South Superior	Fargo, N. D.	247.53	137	34.25	213.28	119	2,946	84.77	167	2,015	99.66
Fargo, N. D.	Fargo, N. D.	196.52	103	63.68	132.84	121	2,552	93.63	110	2,918	98.09
Grand Forks, N. D.	Grand Forks, Mont.	215.82	95	41.48	174.34	113	3,033	114.03	109	2,622	76.27
Glendive, Mont.	Glendive, Mont.	225.84	136	47.88	177.96	145	3,463	124.91	108	2,965	41.13
Billings, Mont.	Billings, Mont.	228.43	178	47.88	180.55	166	3,463	124.16	143	2,644	89.38
Helena, Mont.	Helena, Mont.	247.77	101	89.77	158.00	183	3,722	96.11	135	3,577	290.93
Hope, Idaho	Hope, Idaho.	245.07	99	68.67	176.40	150	3,062	122.37	96	3,716	128.45
Pasco, Wash.	Welluvia, Wash.	243.90	366	68.84	175.06	72	3,062	122.37	80	3,400	90.87
Tacoma, Wash.	Tacoma, Or.	148.54	186	42.41	106.13	72	1,361	88.82	85	1,355	32.45
Little Falls	Morris, Minn.	117.05	102	18.04	99.01	71	1,107	89.29	66	1,103	30.89
Wadena Junction, Minn.	Millor, Minn.	117.05	99	17.79	99.26	71	1,107	89.29	66	1,103	30.89
Fairview Junction	Wayne, N. D.	14.41	18	2.16	12.25	10	49	6.67	3	1,092	48.38
Fargo, N. D.	La Moure, N. D.	87.41	47	7.90	79.51	60	861	51.81	40	457	21.00
La Moure, N. D.	La Moure, N. D.	21.30	10	1.40	19.90	35	869	8.20	23	100	2.90
Sanbourn, N. D.	Edgeley, N. D.	36.75	29	4.21	32.54	57	349	15.46	59	343	15.60
Jamestown, N. D.	Minnewaukan and Sykeston	102.59	37	8.61	93.98	93	1,033	47.01	89	939	43.04
Minnewaukan, N. D.	Leeds, N. D.	18.03	15	3.30	14.73	17	228	8.12	15	171	7.51
Livingston, Mont.	Chinabur, Mont.	52.61	67	12.15	40.46	50	1,269	36.19	41	490	10.80
Prickly Pear, Mont.	Wicks, Mont.	20.56	35	5.32	15.26	10	1,289	18.48	3	22	64
National Boundary	Winipeg, Manitoba	68.73	22	3.40	65.33	66	105	21.17	40	72	12.80
Portage Junction, Mont.	Portage La Prairie	52.52	8	1.80	50.72	46	135	20.40	23	43	5.46
Norris	Brandon, Mont.	44.25	101	20.47	23.76	84	1,617	75.95	63	1,137	50.44
Fertile, Minn.	Carthage, Minn.	44.51	22	3.58	40.93	11	45	4.02	26	346	31.43
Laurel, Mont.	Red Lodge, Mont.	45.43	17	3.28	40.15	19	2,402	40.12	8	57	2.59
Mission, Idaho	Hunter, Idaho	38.51	208	13.74	24.77	27	2,486	31.49	17	266	3.41
Hauser Junction, Idaho	Coeur d'Alene City	14.39	36	4.71	9.68	18	272	6.02	23	262	6.52
Cleatun, Wash.	Ronald, Wash.	5.39	23	2.58	2.81	1	468	5.21	1	3	.04
Palmer, Wash.	Kangley, Wash.	4.43	19	1.83	2.60	4	181	3.65	4	14	.59
Cascade and Crocker	Pittsburg, Carbonado, Wilkeson and Doy	17.37	81	7.71	9.63	8	1,377	16.51	1	3	.08

## Northern Pacific Railroad Company, 1891.

## CHARACTERISTICS OF ROAD.—CONCLUDED.

Working divisions or branches.	From—	To—	Miles.	Alignment.		Profile.				Descending grades.		
				Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Number.	Sum of ascents. (Feet)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
	Ording, Wash.	Puyallup river	7.65	14	2.12	5.52	1	346	7.65			16.69
	Necker Junction, Wash.	Seattle, Wash.	31.42	23	5.46	25.96	9	92	6.49		138	10.01
	Lake View, Wash.	Olympia, Wash.	24.12	38	4.99	19.13	13	283	7.02		14	542
	Centralia, Wash.	Montesano, Wash.	41.63	56	6.96	34.67	22	137	6.70	36	304	20.48
	Elma, Wash.	Summit, Wash.	10.29	18	2.33	7.96	5	322	9.31		13	25
	St. Paul, Minn.	Staples and Brainerd	181.70	107	24.06	157.64	134	1,588	97.25	109	946	47.22
	Jamestown, N. D.	Oakes, N. D.	63.75	74	15.00	48.75	72	341	20.66	79	533	29.88
	Winnipeg Junction, Minn.	National Boundary	265.77	93	19.61	246.16	105	710	46.89	124	1,100	91.89
	Logan, Mont.	Butte, Mont.	70.80	158	19.82	51.06	13	2,387	52.86	8	907	15.02
	Suppington, Mont.	Norris, Mont.	20.90	46	6.38	14.52	5	934	12.49	5	323	7.50
	Harrison, Mont.	Pony, Mont.	7.09	6	1.41	5.68	1	673	7.09			
	Jefferson, Mont.	Calvin, Mont.	30.05	99	11.02	18.43	9	1,796	20.43	1	742	8.01
	Boulder, Mont.	Elkhorn, Mont.	20.40	50	4.82	15.58	1	1,923	11.96	1	252	8.05
	Clough Junction, Mont.	Marysville	12.58	57	6.04	6.54	5	1,103	9.66	2	42	1.01
	Drummond, Mont.	Rumsey, Mont.	32.12	46	5.68	26.44	5	1,884	30.43	2	12	50
	Missoula, Mont.	Graniteville, Mont.	50.85	44	6.78	44.06	57	1,688	30.20	13	196	10.00
	Helena, Mont.	Rimail, Mont.	17.08	41	4.35	12.73	8	4,395	14.29	1	24	65
	Desmet, Mont.	St. Regis, Mont.	73.69	166	24.37	49.32	18	2,211	12.22	24	761	43.70
	Marshall, Mont.	Geevee, Idaho, and Far-										
	Cheney, Wash.	mington, Wash.	111.52	257	45.16	66.36	70	2,247	58.14	41	1,594	39.54
	Sundry spurs.	Conlee City	108.54	141	27.19	81.35	38	1,083	30.37	44	1,836	56.78
			27.27	129	7.78	19.49	21	444	5.66	25	300	9.92
Total			4,280.23	4,869	892.38	3,387.85	2,544	61,122	1,870.17	2,246	32,333	1,580.66

Roads over which trackage rights are exercised, not included; details not available.

## Northern Pacific Railroad Company, 1891.

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of tower above surface of rail. (Feet.)
Bridges—					Overhead highway crossings—		
Stone					Bridges		
Iron					Conduits		
Wooden	1	130	130	130	Trestles		
Combination							
Total	1	130			Total		
Trestles	48	28,518	15	6,485	Overhead railway crossings—		
Tunnels					Bridges		
					Conduits		
					Trestles	1	32
					Total		
					Tunnels		

GAUGE OF TRACK—Four feet eight one-half inches; 38.82 miles.

## TELEGRAPH.

## A.—OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Operated by this company.			Operated by another company.	
	Miles of wire.	Miles of line.	Miles of wire.	Miles of wire.	Name of operating company.
40.05	40.75 81.50	40.05	40.75 81.50		Northern Pacific Railroad. Northern Pacific Railroad jointly with W. U. Tel. Co.

## B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.



*Northern Pacific Railroad Company, 1891.*

## OATH.

STATE OF NEW YORK, }  
County of New York. } ss.

We, the under-signed, T. F. Oakes, President, and J. A. Barker, General Auditor, of the Northern Pacific Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said companies in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

T. F. OAKES,  
President.

J. A. BARKER,  
General Auditor.

Subscribed and sworn to before me this 28th day of October, 1891.

ROBERT L. STANTON,

Commissioner of Deeds for Oregon in New York.

[SEAL.]

# REPORT

## OF THE

### OREGON PACIFIC RAILROAD COMPANY.

*From October 29, 1890, to June 30, 1891, inclusive.*

#### HISTORY.

1. Name of common carrier making this report? Oregon Pacific Railroad Company.
2. Date of organization? September 25, 1880.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.
4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
5. Date and authority for each consolidation. None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating reports.] What carrier operates the road of this company?

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
T. Egerton Hogg.....	Corvallis, Oregon.....	
Wm. M. Hoag.....	Corvallis, Oregon.....	
Wallis Nash.....	Corvallis, Oregon.....	
Zephin Job.....	Corvallis, Oregon.....	
G. R. Farra.....	Corvallis, Oregon.....	
T. Graham.....	Corvallis, Oregon.....	
B. W. Wilson.....	Corvallis, Oregon.....	
E. A. Abbey.....	Corvallis, Oregon.....	
A. Hackleman.....	Corvallis and Albany, Oregon.....	
B. R. Job.....	Corvallis, Oregon.....	
Osgood Welsh.....		
R. G. Hazard.....		
N. S. Bentley.....		
George S. Coe.....		
H. C. Atwood.....		
John I. Blair.....		

Total number of stockholders at date of last election?  
Date of last meeting of stockholders for election of directors?  
Give postoffice address of general office. Corvallis, Oregon.  
Give postoffice address of operating office. Corvallis, Oregon.

*Oregon Pacific Railroad Company, 1891.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....		
President.....	T. Egerton Hogg.....	Corvallis, Oregon.
First vice-president.....	Wm. M. Hoag.....	Corvallis, Oregon.
Second vice-president.....	Wallis Nash.....	Corvallis, Oregon.
Third vice-president.....	Norman S. Bentley.....	New York, N. Y.
Secretary.....	Zephine Job.....	Corvallis, Oregon.
Treasurer.....	Norman S. Bentley.....	New York, N. Y.
General solicitor.....		
Attorney or general counsel.....		
Comptroller.....	C. C. Hogue.....	Corvallis, Oregon.
Assistant comptroller.....	C. C. Hogue.....	Corvallis, Oregon.
Auditor.....		
Assistant auditor.....		
Receiver.....	T. E. Hogg.....	New York, N. Y.
Manager.....	Wm. M. Hoag.....	Corvallis, Oregon.
Assistant general manager.....		
Chief engineer.....		
Superintendent.....	E. W. Hadley.....	Corvallis, Oregon.
Assistant superintendent.....		
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....	Charles Clark.....	Corvallis, Oregon.
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....	C. C. Hogue.....	Corvallis, Oregon.
Assistant general freight agent.....		
General passenger agent.....	C. C. Hogue.....	Corvallis, Oregon.
Assistant general passenger agent.....		
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

*Oregon Pacific Railroad Company, 1891.***PROPERTY OPERATED.**

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.

Name of every railroad the operations of which are included in the income account, page 31.

Name.	Terminals.		Miles line for each road named.	Miles line for each class named.
	From—	To—		
Willamette Valley & Coast Railroad Company, operated by Oregon Pacific Railroad Company	Yaquina	Halsted	127.9	---

The track is laid between Yaquina and Boulder creek, a distance of 141.81 miles, but has not been regularly operated, and therefore is not included in the mileage. Mileage operated to February, 1891, was to Niagara, distance, 126.2; mileage operated to June 30, 1891, inclusive, to Halsted, distance, 127.9.

**PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.**

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 31.

Name.	Terminals.		By what company operated.	Under what kind of a contract operated.	Miles of line.
	From—	To—			
Total.					

Contract between the Willamette Valley & Coast Railroad Company and the Oregon Pacific Railroad Company, in writing, dated in September, 1890. The Oregon Pacific Railroad Company is constructing the line of road for the Willamette Valley & Coast Railroad Company, and under this contract the Oregon Pacific Railroad Company operates the completed portions of the road pending the completion of the whole line. There is no other compensation to the Willamette Valley & Coast Railroad Company.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1891.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Per value of shares.	Total par value authorized.	Total amount issued and out- standing.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—						
Common	180,000	\$ 100 00	\$ 18,000,000 00			
Preferred						
Total	180,000	\$ 100 00	\$ 18,000,000 00			
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on and not issued during year.	Total number of shares issued.	Total cash real- ized.	Remarks.	
Issued for cash—						
Common						
Preferred						
Issued for construction—						
Common						
Preferred						
Issued for reorganization—						
Common						
Preferred						
Issued for—						
Total						

*Oregon Pacific Railroad Company, 1891.*

**FUNDED DEBT.**  
 MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash re-im-bursed on amount issued.	Rate.	When payable.	Interest.	
	Date of issue.	When due.							Amount accrued during year.	Am't paid during year.
First mortgage	1880	1900	\$15,000,000 00				6.	1 1 Oct.		
Total			\$15,000,000 00							

The funded debt of the Willamette Valley & Coast Railroad Company, and of the Oregon Pacific Railroad Company, consists of \$15,000,000 of 6% first mortgage gold bonds, issued jointly by the two companies, interest payable semi-annually on April 1st and October 1st. Default was made in payment of interest due October 1, 1890, and on October 28, 1890, a receiver was appointed of both companies by the circuit court of the State of Oregon for Benton county.

**RECAPITULATION OF FUNDED DEBT.**

Class of debt.	Amount issued.	Amount outstanding.	Interest.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds, page 19	\$ 15,000,000 00			
Miscellaneous obligations, page 21				
Income bonds, page 19				
Total	\$ 15,000,000 00			

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon Pacific Railroad Company, 1891.*

## RECAPITULATION.

## A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock, page 17						
Bonds, page 19 (grand total)						
Equipment trust obligations, page 21						
Total						

## B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
Oregon Pacific Railroad Company	\$ 18,000,000					
Joint liability with Willamette Valley & Coast Railroad Company	\$ 15,000,000					
Total	\$ 18,000,000	\$ 15,000,000				

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon Pacific Railroad Company, 1891.***COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**

Item.	Expenditures during year.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction —				\$	\$	
Right of way				67,417 58	67,417 58	
Other real estate						
Fences				21,535 68	21,535 68	
Grading and bridge and culvert masonry				1,838,713 83	1,838,713 83	
Bridges and trestles				613,230 10	613,230 10	
Rails				904,342 04	904,342 04	
Ties				136,924 96	136,924 96	
Other superstructure				129,823 24	129,823 24	
Buildings, furniture and fixtures				54,120 14	54,120 14	
Shop machinery and tools				35,953 39	35,953 39	
Engineering expenses				320,148 52	320,148 52	
Interest during construction				46,539 21	46,539 21	
Discount on securities sold for construction						
Telegraph line				22,360 22	22,360 22	
Wharfing, etc.						
Sidings and yard extensions				36,888 74	36,888 74	
Terminal facilities and elevators						
Road built by contract				164,510 48	164,510 48	
Tunnels				138,385 98	138,385 98	
Other items						
Total construction				\$ 4,534,894 11	\$ 4,534,894 11	
Equipment—						
Locomotives				121,807 30	121,807 30	
Passenger cars				30,217 98	30,217 98	
Sleeping, parlor and dining cars						
Baggage, express, postal and combination cars				15,138 12	15,138 12	
Freight cars				171,183 00	171,183 00	
Other cars of all classes						
Floating equipment				3,973 31	3,973 31	
Total equipment				\$ 342,209 71	\$ 342,209 71	
Grand total cost construction, equipment, etc.				\$ 4,877,103 82	\$ 4,877,103 82	
Total cost construction, equipment etc.						

*Oregon Pacific Railroad Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....		\$ 69,617 52
Less operating expenses, page 45.....		124,544 57
Income from operation.....		
Deficit.....		54,927 05
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total income.....		
Deficit.....		\$ 54,927 05
Deductions from income—		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		
Net income.....		
Deficit.....		\$ 54,927 05
Dividends, .%, common stock.....		
Dividends, .%, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		
Deficit from operations of year ending June 30, 1891.....		\$ 54,927 05
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		\$ 54,927 05

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1891.***EARNINGS FROM OPERATION.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue .....			\$ 21,154 00
Less repayments—			
Tickets redeemed .....			
Excess fares refunded .....			
Other repayments .....			
Total deductions .....			
Total passenger revenue .....			\$ 21,154 25
Mail .....			4,203 25
Express .....			727 97
Extra baggage, storage and other items .....			1,690 95
Total passenger earnings .....			\$ 27,776 45
Freight—			
Freight revenue .....			41,841 07
Less repayments—			
Overcharge to shippers .....			
Other repayments .....			
Total deductions .....			
Total freight revenue .....			\$ 41,841 07
Stock yards .....			
Elevators .....			
Other items .....			
Total freight earnings .....			
Total passenger and freight earnings .....			\$ 69,617 52
Other earnings from operation—			
Car mileage, balance .....			
Switching charges, balance .....			
Telegraph companies .....			
Rents from tracks, yards, and terminals, page 41 .....			
Rents not otherwise provided for .....			
Other sources .....			
Total other earnings .....			
Total gross earnings from operation, Oregon .....			\$ 69,617 52
Total gross earnings from operation, entire line .....			

Notice should be taken of the fact that the earnings of the road operated by the Oregon Pacific Railroad Company are chiefly dependent, so far as freight is concerned, on the transportation between Yaquina and San Francisco. During the term of the receivership embraced in this report, the steamship Willamette Valley has been the only steamer engaged in this traffic. Consequent detention of freight, followed by a very great diminution in the volume of freight tendered to the Oregon Pacific Railroad Company for transportation, was the inevitable result.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1891.***OPERATING EXPENSES.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
<b>Maintenance of way and structures—</b>			
Repairs of roadway.....			\$ 27,314 49
Renewals of rails.....			
Renewals of ties.....			753 55
Repairs of bridges and culverts.....			13,059 82
Repairs of fences, road-crossings, signs, and cat- tle guards.....			187 50
Repairs of buildings.....			865 29
Repairs of docks and wharves.....			179 76
Repairs of telegraph.....			689 27
Other expenses.....			23 59
Repairs of tunnels.....			274 47
<b>Total.....</b>			<b>\$ 43,347 74</b>
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives.....			2,371 36
Repairs and renewals of passenger cars.....			822 43
Repairs and renewals of freight cars.....			2,664 28
Repairs of tugs and floats.....			493 67
Shop machinery, tools, etc.....			
Other expenses.....			
<b>Total.....</b>			<b>\$ 6,281 74</b>
<b>Conducting transportation—</b>			
Wages of enginemen, firemen, and round-house- men.....			6,545 83
Fuel for locomotives.....			6,078 79
Water supply for locomotives.....			659 90
All other supplies for locomotives.....			204 86
Wages of other trainmen.....			8,282 71
All other train supplies.....			211 30
Wages of switchmen, flagmen and watchmen.....			1,239 20
Expense of telegraph, including train dispatch- ers and operators.....			4,719 05
Wages of station agents, clerks, and laborers.....			7,846 17
Station supplies.....			596 52
Switching charges, balance.....			
Car mileage, balance.....			
Loss and damage.....			326 15
Injuries to persons.....			
Tugs, expenses of, including wages, fuel, and supplies.....			5,824 18
Other expenses.....			
<b>Total.....</b>			<b>\$ 42,534 56</b>
<b>General expenses—</b>			
Salaries of officers and clerks.....			15,025 20
General office expenses and supplies.....			2,221 56
Agencies, including salaries and rent.....			1,608 82
Advertising.....			1,394 71
Commissions.....			
Insurance.....			
Expense of fast freight lines.....			
Expense of traffic associations.....			
Expense of stock yards and elevators.....			
Rents for tracks, yards, and terminals, page 47, B.....			
Rents not otherwise provided for.....			4,502 88
Legal expenses.....			23 38
Stationery and printing.....			494 78
Other general expenses.....			3,606 69
Engineering.....			3,000 51
<b>Total.....</b>			<b>\$ 32,380 53</b>

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1891.*

## OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....			\$ 43,347 74
Maintenance of equipment.....			6,281 74
Conducting transportation.....			42,534 56
General expenses.....			32,380 53
Grand total.....			\$ 124,544 57
Percentage of expenses to earnings, entire line.....			1.79
Operating expenses, Oregon—			
Maintenance of way and structures.....			
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Total.....			
Percentage of expenses to earnings, Oregon.....			

October 29, 1890, to July 1, 1891.

As there is no just and exact method of apportioning operating expenses to passenger and freight traffic, therefore this office has never attempted such division. This road being wholly within the State of Oregon, does not report to the inter-state commerce commission, and the method of division of operating expenses adopted by that body was pronounced arbitrary and unsatisfactory by the association of railway accountants.

*Oregon Pacific Railroad Company, 1891.*

## SECURITY FOR FUNDED DEBT—PAGE 23.

Class of bond or obligation.	What road mortgaged.		Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—				
First mortgage bonds.....	Nacoma.....	Boise.....	600	\$ 25,000 00	All.....	None.....

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1891.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....	5		\$ 6,752 89	
General office clerks and other clerks.....	10		7,960 24	
Station agents.....	13	3,116	7,184 13	\$ 2 30
Other station men.....	5	1,148	2,329 57	2 03
Enginemen.....	5	965	4,077 49	4 20
Firemen.....	4	895	2,175 22	2 43
Conductors.....	4	827	2,957 47	3 63
Other trainmen.....	7	1,772	4,064 98	2 29
Machinists.....	4	812	2,894 09	3 50
Carpenters.....	8	1,722	5,205 35	3 02
Other shopmen.....	10	2,085	5,708 16	2 74
Section foremen.....	11	2,543	5,700 09	2 24
Other trackmen.....	5	1,082	2,127 32	1 97
Switchmen, flagmen, and watchmen.....	8	1,764	3,389 45	1 92
Telegraph operators and dispatchers.....	3	848	2,484 02	3 95
Employés—account floating equipment.....				
All other employés and laborers.....	74	16,191	24,284 55	1 68
Total (including general officers), Oregon.....	128	35,770	\$ 92,239 02	
Less general officers.....	5		6,752 89	
Total (excluding general officers), Oregon.....	123		\$ 85,486 13	
Distribution of above—				
General administration.....			14,713 13	
Maintenance of way and structures.....			40,317 31	
Maintenance of equipment.....			8,546 25	
Conducting transportation.....			24,662 33	
Total (including general officers), Oregon.....			\$ 92,239 02	
Less general officers.....			6,752 89	
Total (excluding general officers), Oregon.....			\$ 85,486 13	
Total (including general officers) entire line.....			\$ 92,239 02	

*Oregon Pacific Railroad Company, 1891.*

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Column for revenue and rates.
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue and free.....	26,773	\$-----
Number of passengers carried one mile.....	798,997.39	-----
Average distance carried.....	30	-----
Total passenger revenue, page 35.....		21,154.25
Average amount received from each passenger.....		.79013
Average receipts per passenger per mile.....		.02647
Estimated cost of carrying each passenger one mile.....		-----
Total passenger earnings, page 35.....		27,776.45
Passenger earnings per mile of road.....		217.17310
Passenger earnings per train-mile.....		-----
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....	24,679.02	-----
Number of tons carried one mile.....	1,375,613.58	-----
Average distance haul of one ton.....	56	-----
Total freight revenue, page 35.....		-----
Average amount received for each ton of freight.....		1.69541
Average receipts per ton per mile.....		.03041
Estimated cost of carrying one ton one mile.....		-----
Total freight earnings, page 55.....		41,841.07
Freight earnings per mile of road.....		327.13893
Freight earnings per train-mile.....		-----
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35.....		62,995.32
Passenger and freight revenue per mile of road.....		-----
Passenger and freight earnings, page 35.....		69,617.52
Passenger and freight earnings per mile of road.....		-----
Gross earnings from operation, page 35.....		69,617.52
Gross earnings from operation per mile of road.....		544.31212
Expenses, page 45.....		124,544.57
Expenses per mile of road.....		973.76466
<b>Train mileage—</b>		
Miles run by passenger trains.....	35,280	-----
Miles run by freight trains.....	37,450	-----
Miles run by mixed trains.....	-----	-----
Total mileage trains earning revenue.....	-----	-----
Miles run by switching trains.....	-----	-----
Miles run by construction and other trains.....	-----	-----
Grand total train mileage.....	-----	-----
Mileage of loaded freight cars—north or east.....	225,491	-----
Mileage of loaded freight cars—south or west.....		-----
Mileage of empty freight cars—north or east.....	116,179	-----
Mileage of empty freight cars—south or west.....		-----
Average number of freight cars in train.....	8	-----
Average number of loaded cars in train.....	5	-----
Average number of empty cars in train.....	3	-----
Average number of tons of freight in train.....	72	-----
Average number of tons of freight in each loaded car.....	9	-----

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon Pacific Railroad Company, 1891.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain	5,364.10	1,024.19	6,388.29	25.66
	Flour	1,062.66	63.49	1,126.15	4.54
	Other mill products	479.04		479.01	1.92
	Hay	77.97		77.97	.32
	Tobacco				
Products of animals.	Cotton				
	Fruit and vegetables	650.15	326.04	976.20	3.93
	Fruit trees	5.45	2.89	8.34	.04
	Live stock				
	Dressed meats	66.46	10.75	77.21	.32
	Other packing-house products	9.84	.21	10.05	.04
	Poultry, game, and fish				
	Wool	1.16		1.16	
	Hides and leather		3.17	3.17	.01
	Anthracite coal	22.93	156.78	179.71	.72
Products of mines.	Bituminous coal				
	Coke		.49	.49	
	Ores	.76		.76	
Products of forest.	Stone, sand, and other like articles	.30		.30	
	Lumber	98.28	1.00	99.28	.40
	Wood, etc.	7,041.86	2.45	7,044.31	28.27
	Petroleum and other oils	938.87		938.87	3.81
	Sugar	2.12	.90	3.02	.01
	Naval stores				
Manufac- tures.	Iron, pig and bloom				
	Iron and steel rails	140.08		140.08	.56
	Other castings and machinery	20.11	42.59	62.70	.24
	Bar and sheet metal	5.22	37.36	42.58	.16
	Cement, brick, and lime				
	Agricultural implements	4.44	2.07	6.51	.02
	Wagons, carriages, tools, etc.	.12		.12	
	Wines, liquors, and beers	84.85	6.45	91.30	.36
	Household goods and furniture	62.60	41.01	103.61	.40
	Ice	.10		.10	
Merchandise					
Miscellaneous—other commodities not men- tioned above		2,742.19	4,301.95	7,044.14	28.27
Total tonnage, Oregon		18,881.67	6,023.79	24,905.46	100.00
Total tonnage, entire line					

*Oregon Pacific Railroad Company, 1891.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....		10				
Freight.....		4				
Switching.....		2				
Leased.....						
Total locomotives.....		16				
Cars in passenger service—						
First-class passenger cars.....		5	5	Westinghouse	5	Miller.
Second-class passenger cars.....						
Combination passenger cars.....		2	2	Westinghouse	2	Miller.
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....		4	4	Westinghouse	4	Miller.
Other cars in passenger service.....		1	1	Westinghouse	1	Miller.
Total.....		12	12	Westinghouse	12	Miller.
Cars in freight service—						
Box cars.....		253	253	Hand brakes	253	Link and pin
Flat cars.....		81	81	Hand brakes	81	Link and pin
Stock cars.....		1	1	Hand brakes	1	Link and pin
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars.....						
Total.....		335	335	Hand brakes	335	Link and pin
Cars in company's service—						
Gravel cars.....						
Derrick cars.....		1	1	Hand brakes	1	Link and pin
Caboose cars.....		5	5	Hand brakes	5	Link and pin
Other road cars.....						
Total.....		6	6	Hand brakes	6	Link and pin
Cars contributed to fast freight line service.....						
Total cars owned.....		353				
Cars leased.....						
Grand total cars.....		353				



*Oregon Pacific Railroad Company, 1891.*

## RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.
Iron				Fir	3,947
Total iron					
Steel				Total	3,947
Total steel					

Average price  
at distributing  
point.

.19

.19

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal — Tons.		Wood — Cord.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger							
Freight							
Switching							
Construction					3,385.05		
Total							
Average cost at distributing point				\$ 2.51			

One cord fir wood estimated at three thousand pounds. Cost is computed as delivered in the locomotive tank.

*Oregon Pacific Railroad Company, 1891.*

## CHARACTERISTICS OF ROAD.

Working divisions or branches.		Alignment.				Profile.			
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Length of level line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)
Yaquina	Houlcier Creek	141.81	523	54.15	87.66	48.36	91	2,475.09	72.01
Total		141.81	523	54.15	87.66	48.36	91	2,475.09	72.01
							56	810.01	21.44
							56	810.01	21.44
								Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)

*Oregon Pacific Railroad Company, 1891.*

## BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of load above surface of rail. (Feet.)
Bridges—					Overhead highway crossings—		
Stone.					Bridges.	284	5
Wooden.	284	422.85	6	3,348	Conduits.		
Combination.					Trestles.		
Total.	284	422.85			Total.	284	5
Trestles.	3	1,975	180	805	Overhead railway crossings—		
Tunnels.					Bridges.		
					Conduits.		
					Trestles.		
					Total.		
					Tunnels.		

GAUGE OF TRACK — Four feet eight one-half inches; 141.81 miles.  
Four feet eight one-half inches; 13.46 miles.

## TELEGRAPH.

## A.—OWNED BY COMPANY MAKING THIS REPORT.

Operated by this company.			Operated by another company.	
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of operating company.
138	138	126.02	126.02	Oregon Pacific Railroad Company and Willamette Valley & Coast Railroad Company.

## B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.

*Oregon Pacific Railroad Company, 1891.*

## OATH.

STATE OF OREGON,                    )  
County of Benton.            ) ss.

We, the undersigned, Wallis Nash, Second Vice-President, and C. C. Hogue, Auditor, of the Oregon Pacific Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WALLIS NASH,  
Second Vice-President.  
C. C. HOGUE,  
Auditor.

Subscribed and sworn to before me this 31st day of December, 1891.

[SEAL.]

J. R. BRYSON,  
Notary Public.

# REPORT

## OF THE

### OREGON & WASHINGTON TERRITORY RAILROAD COMPANY.

*For the year ending June 30, 1891.*

#### HISTORY.

1. Name of common carrier making this report? Oregon & Washington Territory Railroad Company.
2. Date of organization? March 1, 1886.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
5. Date and authority for each consolidation. None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating reports.] What carrier operates the road of this company?

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
G. W. Hunt.....	Walla Walla, Wash. ....	
C. B. Wright, Jr. ....	Walla Walla, Wash. ....	
R. Alexander.....	Pendleton, Or. ....	
J. L. Killian.....	Pendleton, Or. ....	
Charles H. Carter.....	Pendleton, Or. ....	

Total number of stockholders at date of last election?  
Date of last meeting of stockholders for election of directors?  
Give postoffice address of general office. Pendleton, Oregon.  
Give postoffice address of operating office. Walla Walla, Washington.



*Oregon & Washington Territory Railroad Company, 1891.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
President.....	G. W. Hunt.....	Walla Walla, Wash.
Vice-president.....	C. B. Wright, Jr.....	Walla Walla, Wash.
Secretary.....	Charles H. Carter.....	Pendleton, Or.
Treasurer.....	C. Herman.....	Walla Walla, Wash.
General solicitor.....		
Attorney or general counsel.....		
Auditor.....	Rowland Smith.....	Walla Walla, Wash.
General manager.....	C. B. Wright, Jr.....	Walla Walla, Wash.
Chief engineer.....		
General freight agent.....	W. F. Wamsley.....	Walla Walla, Wash.
General passenger agent.....	W. F. Wamsley.....	Walla Walla, Wash.
General baggage agent.....	W. F. Wamsley.....	Walla Walla, Wash.

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles line for each class of roads named.</i>
	<i>From—</i>	<i>To—</i>		
(a.) Oregon & Washington Territory Railroad Company.....	Pendleton, Or.....	Dayton, Wash.....	128.09	-----
(b.) Oregon & Washington Territory Railroad Company.....	Junction, Or.....	Athena, Or.....	14.46	-----
(b.) Oregon & Washington Territory Railroad Company.....	Eureka Junction, Wash.....	Pleasant View, Wash.....	19.53	-----
Total miles of line for each road named.....			162.08	-----

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & Washington Territory Railroad Company, 1891.***CAPITAL STOCK.**

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Dividends declared during year.	
				Rate.	Amount.
Capital stock—					
Common					
Preferred					
Total					
Manner of payment for capital stock.					
Issued for cash—					
Common					
Preferred					
Issued for construction—					
Common					
Preferred					
Issued for reorganization—					
Common					
Preferred					
Issued for					
Total					
	Number of shares issued during year.	Cash realized on amt't issued during year.	Total number of shares issued.	Total cash realized.	Remarks.

The amount of capital stock issued is \$10,000,000, which, apportioned on mileage basis, would give for Oregon, \$2,756,725.07.

**FUNDED DEBT.****MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Interest.		
	Date of issue.	When due.					When payable.	Amount accrued during year.	Am't paid during year.
							Rate.		

The line in Oregon is mortgaged for \$20,000 per mile, which, at 41.48 miles, would give \$829,600. Date of issue, July 1, 1887; due July 1, 1907. Interest paid up to December, 31, 1890.

*Oregon & Washington Territory Railroad Company, 1891.*

## CURRENT ASSETS AND LIABILITIES.

<i>Cash and current assets available for payment of current liabilities.</i>		<i>Current liabilities accrued to and including June 30, 1891.</i>	
Cash.....		Receiver's certificates.....	
Bills receivable.....		Loans and bills payable.....	
Due from agents.....		Audited vouchers and accounts.....	
Net traffic balances due from other companies.....		Wages and salaries.....	
Due from solvent companies and individuals.....		Net traffic balances due to other companies.....	
Other cash assets (excluding materials and supplies)*.....		Dividends not called for.....	
Balance—Current liabilities.....		Matured interest coupons unpaid (including coupons due July 1).....	
Total.....		Rentals due July 1.....	
		Miscellaneous.....	
		Balance—Cash assets.....	
		Total.....	

The transfer of the Oregon & Washington Territory Railroad from G. W. Hunt to C. B. Wright on May 1, 1891, was to be clear of all incumbrance and liability. There are, however, numerous claims against the company, which will have to be paid and charged to Mr. Hunt. The general manager since taking hold of the road has been examining these claims, but up to the present time it is impossible to give a statement of them. Consequently the balance sheet and statement of assets and liabilities cannot yet be given.

\* Materials and supplies on hand, \$.....

*Oregon & Washington Territory Railroad Company, 1891.*

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1890	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction—						
Right of way.....						
Other real estate.....						
Fences.....						
Grading and bridge and culvert masonry.....						
Bridges and trestles.....						
Rails.....						
Ties.....						
Other superstructure.....						
Buildings, furniture and fixtures.....						
Shop machinery and tools.....						
Engineering expenses.....						
Interest during construction.....						
Discount on securities sold for construction.....						
Wharfing, etc.....						
Slidings and yard extensions.....						
Terminal facilities and elevators.....						
Road built by contract.....						
Purchase of constructed road.....						
Other items.....						
Total construction.....						
Equipment—						
Locomotives.....						
Passenger cars.....						
Sleeping, parlor and dining cars.....						
Baggage, express, and postal cars.....						
Combination cars.....						
Freight cars.....						
Other cars of all classes.....						
Floating equipment.....						
Total equipment.....						
Grand total cost construction, equipment, etc.....						
Total cost construction, equipment etc.....						

See note, page 22. Equipment.—The rolling stock is the property of C. B. Wright, Esq., but no arrangement has yet been made with regard to the use of it. The matter is under consideration by the board of directors.

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & Washington Territory Railroad Company, 1891.***EARNINGS FROM OPERATION.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
<b>Passenger—</b>			
Passenger revenue .....	\$ 4,940 38		
Less repayments—			
Tickets redeemed .....			
Excess fares refunded .....			
Other repayments .....		\$ 3 94	
Total deductions .....			
Total passenger revenue .....			\$ 4,936 44
Mail .....			125 43
Express .....			56 90
Extra baggage and storage .....			
Other items .....			
Total passenger earnings .....			\$ 5,118 77
<b>Freight—</b>			
Freight revenue .....	\$ 50,856 86		
Less repayments—			
Overcharge to shippers .....			
Other repayments .....		\$ 2,131 46	
Total deductions .....			
Total freight revenue .....			\$ 48,725 40
Stock yards .....			
Elevators .....			
Other items .....			
Total freight earnings .....			\$ 48,725 40
Total passenger and freight earnings .....			\$ 53,844 17
<b>Other earnings from operation—</b>			
Car mileage, balance .....			
Switching charges, balance .....			
Telegraph companies .....			
Rents from tracks, yards, and terminals .....			
Rents not otherwise provided for .....			
Other sources .....			
Total other earnings .....			
Total gross earnings from operation, Oregon .....			\$ 53,844 17
Total gross earnings from operation, entire line .....			

*Oregon & Washington Territory Railroad Company, 1891.***OPERATING EXPENSES.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
<b>Maintenance of way and structures—</b>			
Repairs of road way			
Renewals of rails			
Renewals of ties			
Repairs of bridges and culverts			
Repairs of fences, road-crossings, signs, and cat- tle guards			
Repairs of buildings			
Repairs of docks and wharves			
Repairs of telegraph			
Other expenses			
<b>Total</b>			
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives			
Repairs and renewals of passenger cars			
Repairs and renewals of freight cars			
Repairs and renewals of ferry-boats, tugs, floats, and barges			
Shop machinery, tools, etc.			
Other expenses			
<b>Total</b>			
<b>Conducting transportation—</b>			
Wages of enginemen, firemen, and round-house- men			
Fuel for locomotives			
Water supply for locomotives			
All other supplies for locomotives			
Wages of other trainmen			
All other train supplies			
Wages of switchmen, flagmen and watchmen			
Expense of telegraph, including train dispatch- ers and operators			
Wages of station agents, clerks, and laborers			
Station supplies			
Switching charges, balance			
Car mileage, balance			
Loss and damage			
Injuries to persons			
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies			
Other expenses			
<b>Total</b>			
<b>General expenses—</b>			
Salaries of officers			
Salaries of clerks			
General office expenses and supplies			
Agencies, including salaries and rent			
Advertising			
Commissions			
Insurance			
Expense of fast freight lines			
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B			
Rents not otherwise provided for			
Legal expenses			
Stationery and printing			
Other general expenses			
<b>Total</b>			

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & Washington Territory Railroad Company, 1891.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....			
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Grand total.....			
Percentage of expenses to earnings, entire line.....			
Operating expenses, Oregon—			
Maintenance of way and structures.....			\$ 7,184 25
Maintenance of equipment.....			2,764 50
Conducting transportation.....			24,075 96
General expenses.....			2,811 96
Total.....			\$ 36,836 67
Percentage of expenses to earnings, Oregon.....			68.43

Operating expenses in the State of Oregon are arrived at by taking the same proportion of total expenses as the Oregon train mileage bears to the total train mileage. They are not divided between passenger and freight, as our passenger and train mileage being nearly equal, the rule laid down by the Inter-State Commission would be inapplicable.

*Oregon & Washington Territory Railroad Company, 1891.***CONTRACTS, AGREEMENTS, Etc.**

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Northern Pacific Express Company. Beer, first-class rate; produce, one and one half first-class rate; merchandise, one and one-half first-class rate.

2. None.

3. None.

4. None.

5. Northern Pacific Railroad Company. Interchange of freight from eastern terminals, Oregon & Washington Territory Railroad, 15%; Northern Pacific Railroad, 85% of proportion west of Northern Pacific eastern terminals. Puget Sound, Oregon & Washington Territory, 30%; Northern Pacific, 70%. Points south of Tacoma to Portland, inclusive, Oregon & Washington Territory, 27%; Northern Pacific, 73%. Interchange of passenger traffic—Oregon & Washington Territory local and Northern Pacific local divided on mileage basis. To points east of Sprague and west of North Yakima, Oregon & Washington Territory have an allowance of 20% of the Northern Pacific proportion of fare to Tacoma.

6. None.

7. Western Union.

8. None.

**EMPLOYÉS AND SALARIES.**

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily compensation.</i>
General officers.....				
General office clerks.....				
Station agents.....				
Other station men.....				
Enginemen.....				
Firemen.....				
Conductors.....				
Other trainmen.....				
Machinists.....				
Carpenters.....				
Other shopmen.....				
Section foremen.....				
Other trackmen.....				
Switchmen, flagmen, and watchmen.....				
Telegraph operators and dispatchers.....				
Employés—account floating equipment.....				
All other employés and laborers.....				
Total (including general officers), Oregon.....				
Less general officers.....				
Total (excluding general officers), Oregon.....				
Distribution of above—				
General administration.....				
Maintenance of way and structures.....				
Maintenance of equipment.....				
Conducting transportation.....				
Total (including general officers), Oregon.....				
Less general officers.....				
Total (excluding general officers), Oregon.....				
Total (including general officers) entire line.....				

Our accounts have not been kept so as to show what proportion of work and compensation is chargeable to Oregon.



*Oregon & Washington Territory Railroad Company, 1891.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue .....	4,546	
Number of passengers carried one mile .....		
Average distance carried .....		
Total passenger revenue, page 35 .....		\$ 4,936.44
Average amount received from each passenger .....		1.08389
Average receipts per passenger per mile .....		
Estimated cost of carrying each passenger one mile .....		
Total passenger earnings, page 35 .....		5,112.77
Passenger earnings per mile of road .....		114.56
Passenger earnings per train-mile .....		23432
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue .....	50,232	
Number of tons carried one mile .....		
Average distance haul of one ton .....		
Total freight revenue, page 35 .....		48,725.40
Average amount received for each ton of freight .....		97021
Average receipts per ton per mile .....		
Estimated cost of carrying one ton one mile .....		
Total freight earnings, page 55 .....		48,725.40
Freight earnings per mile of road .....		1,090.55
Freight earnings per train-mile .....		2,03667
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35 .....		53,661.84
Passenger and freight revenue per mile of road .....		1,201.02
Passenger and freight earnings, page 35 .....		53,844.17
Passenger and freight earnings per mile of road .....		1,205.01
Gross earnings from operation, page 35 .....		53,844.17
Gross earnings from operation per mile of road .....		1,205.01
Expenses, page 45 .....		36,836.67
Expenses per mile of road .....		824.45
<b>Train mileage—</b>		
Miles run by passenger trains .....	21,840	
Miles run by freight trains .....	23,924	
Miles run by mixed trains .....		
Total mileage trains earning revenue .....	45,764	
Miles run by switching trains .....		
Miles run by construction and other trains .....	296	
Grand total train mileage .....	46,060	
Mileage of loaded freight cars—north or east .....		
Mileage of loaded freight cars—south or west .....		
Mileage of empty freight cars—north or east .....		
Mileage of empty freight cars—south or west .....		
Average number of freight cars in train .....		
Average number of loaded cars in train .....		
Average number of empty cars in train .....		
Average number of tons of freight in train .....		
Average number of tons of freight in each loaded car .....		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & Washington Territory Railroad Company, 1891.***FREIGHT TRAFFIC MOVEMENT.**

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
<b>Products of agriculture</b>	Grain.....	38,492	23	38,515	
	Flour.....	1,027		1,027	
	Other mill products.....	1,115		1,115	
	Hay.....	80		80	
	Tobacco.....				
<b>Products of animals.</b>	Cotton.....				
	Fruit and vegetables.....	109		109	
	Live stock.....	3,962	2	3,964	
	Dressed meats.....	3		3	
	Other packing-house products.....		86	85	
<b>Products of mines.</b>	Poultry, game, and fish.....	1		1	
	Wool.....	16		16	
	Hides and leather.....	17	2	19	
	Anthracite coal.....				
	Bituminous coal.....	3	124	127	
<b>Products of forest.</b>	Coke.....		19	19	
	Ores.....				
	Stone, sand, and other like articles.....	20	1	21	
	Lumber.....	328	2,419	2,747	
	Wood and posts.....	433	25	458	
<b>Manufac- tures.</b>	Petroleum and other oils.....		54	54	
	Sugar.....	1	17	18	
	Naval stores.....				
	Iron, pig and bloom.....		31	31	
	Iron and steel rails.....				
<b>Merchandise</b>	Other castings and machinery.....	2	2	4	
	Bar and sheet metal.....		23	23	
	Cement, brick, and lime.....	24	22	46	
	Agricultural implements.....	65	56	121	
	Wagons, carriages, tools, etc.....	4	4	8	
<b>Miscellaneous—other commodities not men- tioned above.</b>	Wines, liquors, and beers.....	13	20	33	
	Household goods and furniture.....	57	40	97	
		53	465	518	
		815	158	973	
Total tonnage, Oregon.....		16,640	3,592	50,232	
Total tonnage, entire line.....					



*Oregon & Washington Territory Railroad Company, 1891.*

## CHARACTERISTICS OF ROAD.

Working divisions or branches.		Alignment.			Profile.							
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Length of level line. (Miles.)	Ascending grades.		Descending grades.			
							Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
State line.....	Pendleton.....	30.22	56	8.92	21.30	.54	5	759.84	12.97	7	584.34	13.06
Killian Junction.....	Athens.....	14.46	18	4.53	9.93	.51	2	892.64	4.50	3	477.85	9.45
Total.....		44.68	74	13.45	31.23	1.05	7	1,152.48	17.47	10	1,062.19	22.50

## Oregon &amp; Washington Territory Railroad Company, 1891.

## BRIDGES, TRESTLES, TUNNELS, ETC

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of rail. (Feet)
Bridges—					Overhead highway crossings—		
Stone					Bridges		
Iron					Conduits		
Wooden	1	150		150	Trestles		
Combination					Total		
Total	1	150		150	Overhead railway crossings—		
Trestles	30	2,542	48	637	Bridges		
Tunnels					Conduits		
					Trestles		
					Total		
					Tunnels		

GAUGE OF TRACK—Four feet eight and one-half inches; 44.68 miles.

## TELEGRAPH.

## A.—OWNED BY COMPANY MAKING THIS REPORT.

Operated by this company.			Operated by another company.	
Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of operating company.

## B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
46.68	50.14	Western Union Telegraph Company	Oregon & Washington Territory Railroad Company.

*Oregon & Washington Territory Railroad Company, 1891.*

## OATH.

STATE OF WASHINGTON. }  
County of Walla Walla. } ss.

We, the undersigned, general manager and auditor of the Oregon & Washington Territory Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, so far as the data we have been able to collect would enable us, to the best of our knowledge, information, and belief.

C. B. WRIGHT, Jr.,  
General Manager.  
ROWLAND SMITH,  
Auditor.

Subscribed and sworn to before me this 5th day of October, 1891.

[SEAL.]

J. L. SHARPSTEIN,  
Notary Public.

# REPORT

## OF THE

### INDEPENDENCE & MONMOUTH RAILWAY COMPANY.

*For the year ending June 30, 1891.*

#### HISTORY.

1. Name of common carrier making this report? Independence & Monmouth Railway Company.
2. Date of organization?
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.
5. Date and authority for each consolidation?
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized.
7. [For companies not making operating reports.] What carrier operates the road of this company?

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
D. W. Sears.....	McCoy, Oregon.....	December 31, 1891.
B. F. Smith.....	Lewisville, Oregon.....	
F. S. Powell.....	Monmouth, Oregon.....	
A. Nelson.....	Independence, Oregon.....	
F. A. Patterson.....	Independence, Oregon.....	

Total number of stockholders at date of last election? Ten.  
Date of last meeting of stockholders for election of directors? December 31, 1890.  
Give postoffice address of general office. Independence, Oregon.  
Give postoffice address of operating office. Independence, Oregon.

*Independence & Monmouth Railway Company, 1891.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	F. A. Patterson.....	Independence, Or.
President.....	F. A. Patterson.....	Independence, Or.
First vice-president.....		
Second vice president.....		
Third vice-president.....		
Secretary.....	W. P. Connaway.....	Independence, Or.
Treasurer.....	B. F. Smith.....	Lewisville, Or.
General solicitor.....		
Attorney, or general counsel.....		
Comptroller.....		
Assistant comptroller.....		
Auditor.....		
Assistant auditor.....		
General manager.....		
Assistant general manager.....		
Chief engineer.....		
General superintendent.....		
Assistant superintendent.....		
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....		
Assistant general freight agent.....		
General passenger agent.....		
Assistant general passenger agent.....		
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles of line for each class roads named.</i>
	<i>From—</i>	<i>To—</i>		
Independence & Monmouth Railway Company.....	Independence.....	Monmouth.....	2½	-----

[NOTE—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Independence & Monmouth Railway Company, 1891.*

## RECAPITULATION.

## A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other proper- ties.	Miles.	Amount.	
Capital stock, page 17						
Bonds, page 19 (grand total)						
Equipment trust obligations, page 21						
Total						

## B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
Independence & Monmouth Railway Company	\$ 100,000 00					
Total	\$ 100,000 00					

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Independence & Monmouth Railway Company, 1891.*

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.	Charged to income account as permanent improvements.			
Construction —						
Right of way						
Other real estate						
Fences						
Grading and bridge and culvert masonry						
Bridges and trestles						
Rails, fish plates, frogs, spikes, etc.			\$ 10,738 84			
Ties			1,949 46			
Other superstructure						
Buildings, furniture and fixtures						
Shop machinery and tools						
Engineering expenses			336 17			
Interest during construction						
Discount on securities sold for construction						
Telegraph line						
Wharfing, etc.						
Sidings and yard extensions						
Terminal facilities and elevators			450 00			
Road built by contract			2,640 00			
Purchase of constructed road						
Other items						
Total construction				\$ 16,114 47	\$ 6,445 78	
Equipment —						
Locomotives			\$ 4,045 32			
Passenger cars			2,157 88			
Sleeping, parlor and dining cars						
Baggage, express, and postal cars						
Combination cars						
Freight cars			385 00			
Other cars of all classes						
Flooding equipment						
Total equipment				\$ 6,588 30		
Grand total cost construction, equipment, etc.				\$ 22,703 77		
Total cost construction, equipment etc.						

*Independence & Monmouth Railway Company, 1891.*

## EARNINGS FROM OPERATION.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue and freight.....	\$ 2,200 75		
Less repayments—			
Tickets redeemed.....			
Excess fares refunded.....			
Other repayments.....			
Total deductions.....			
Total passenger revenue.....			
Mail.....			
Express.....			
Extra baggage and storage.....			
Other items.....			
Total passenger earnings.....			
Freight—			
Freight revenue.....			
Less repayments—			
Overcharge to shippers.....			
Other repayments.....			
Total deductions.....			
Total freight revenue.....			
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			
Total passenger and freight earnings.....			
Other earnings from operation—			
Car mileage, balance.....			
Switching charges, balance.....			
Telegraph companies.....			
Rents from tracks, yards, and terminals.....			
Rents not otherwise provided for.....			
Other sources.....			
Total other earnings.....			
Total gross earnings from operation, Oregon.....			
Total gross earnings from operation, entire line.....			

*Independence & Monmouth Railway Company, 1891.*

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, num- ber trains, mileage, number cars.	Column for revenue and rates.
Passenger traffic—		
Number of passengers carried earning revenue and free. ....	47,031	
Number of passengers carried one mile .....		
Average distance carried .....		
Total passenger revenue, page 35 .....		
Average amount received from each passenger .....		.05
Average receipts per passenger per mile .....		
Estimated cost of carrying each passenger one mile .....		
Total passenger earnings, page 35 .....		
Passenger earnings per mile of road .....		
Passenger earnings per train-mile .....		
Freight traffic—		
Number of tons carried of freight earning revenue .....		
Number of tons carried one mile .....		
Average distance haul of one ton .....		
Total freight revenue, page 35 .....		
Average amount received for each ton of freight .....		
Average receipts per ton per mile .....		
Estimated cost of carrying one ton one mile .....		
Total freight earnings, page 35 .....		
Freight earnings per mile of road .....		
Freight earnings per train-mile .....		
Passenger and freight—		
Passenger and freight revenue, page 35 .....		
Passenger and freight revenue per mile of road .....		
Passenger and freight earnings, page 35 .....		
Passenger and freight earnings per mile of road .....		
Gross earnings from operation, page 35 .....		
Gross earnings from operation per mile of road .....		
Expenses, page 45 .....		
Expenses per mile of road .....		
Train mileage—		
Miles run by passenger trains .....		
Miles run by freight trains .....		
Miles run by mixed trains .....		
Total mileage trains earning revenue .....		
Miles run by switching trains .....		
Miles run by construction and other trains .....		
Grand total train mileage .....		
Mileage of loaded freight cars—north or east .....		
Mileage of loaded freight cars—south or west .....		
Mileage of empty freight cars—north or east .....		
Mileage of empty freight cars—south or west .....		
Average number of freight cars in train .....		
Average number of loaded cars in train .....		
Average number of empty cars in train .....		
Average number of tons of freight in train .....		
Average number of tons of freight in each loaded car .....		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Independence & Monmouth Railway Company, 1891.*

## OATH.

STATE OF OREGON, }  
County of Polk. } ss.

We, the undersigned, F. A. Patterson, President, and W. P. Connaway, Secretary, of the Independence & Monmouth Railway Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. A. PATTERSON,  
President.  
W. P. CONNAWAY,  
Secretary.

Subscribed and sworn to before me this 8th day of February, 1892.

# REPORT

## OF THE

### ROGUE RIVER VALLEY RAILWAY COMPANY.

*For the year ending June 30, 1891.*

#### HISTORY.

1. Name of common carrier making this report? Rogue River Valley Railway Company.
2. Date of organization? February 4, 1891.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] None.
5. Date and authority for each consolidation. None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating reports.] What carrier operates the road of this company? None.

#### ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
William Honeyman.....	Portland, Or. ....	February 4, 1892.
E. J. DeHart.....	Portland, Or. ....	
W. C. Crawford.....	Corvallis, Or. ....	
J. D. Howell.....	Oregon City, Or. ....	
W. A. Buchanan.....	Portland, Or. ....	

Total number of stockholders at date of last election? Five.  
Date of last meeting of stockholders for election of directors? February 4, 1891.  
Give postoffice address of general office. Portland, Oregon.  
Give postoffice address of operating office. Medford, Oregon.

*Rogue River Valley Railway Company, 1891.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board		
President	William Honeyman	Portland, Oregon.
First vice-president		
Second vice-president		
Third vice-president		
Secretary	W. A. Buchanan	Portland, Oregon.
Treasurer		
General solicitor	Francis Fitch	Medford, Oregon.
Attorney or general counsel		
Comptroller		
Assistant comptroller		
Auditor		
Assistant auditor	J. D. Howell	Corvallis, Oregon.
General manager		
Assistant general manager		
Chief engineer	J. W. Graham	Medford, Oregon.
General superintendent		
Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Traffic manager		
Assistant traffic manager		
General freight agent	E. J. DeHart	Portland, Oregon.
Assistant general freight agent		
General passenger agent		
Assistant general passenger agent		
General ticket agent		
Assistant general ticket agent		
General baggage agent		
Superintendent of express		
Land commissioner		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles line for each class of road named.</i>
	<i>From—</i>	<i>To—</i>		
Rogue River Valley Railway Company	Medford	Jacksonville	5½	
Total miles of line for road named			5½	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Rogue River Valley Railway Company, 1891.

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.		Remarks.
					Rate.	Amount.	
Capital stock— Common	1,000	\$ 100 00	\$ 100,000 00	\$ 100,000 00			
Preferred							
Total	1,000	\$ 100 00	\$ 100,000 00	\$ 100,000 00			
Manner of payment for capital stock.							
Issued for cash—							
Common							
Preferred							
Issued for construction—							
Common							
Preferred							
Issued for reorganization—							
Common							
Preferred							
Issued for							
Transfer of ownership in subsidy, right of way, terminal grounds, real and personal property pertaining to railway	1,000		1,000				
Total	1,000		1,000				



*Rogue River Valley Railway Company, 1891.*

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year.		Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses. Charged to income account as permanent improvements.	Charged to construction or equipment.		
Construction—					
Right of way.....					
Other real estate.....					
Buildings.....				\$ 23 74	
Grading and bridge and culvert masonry.....				5,431 09	
Railroad bridges and trestles.....				15,738 05	
Rails.....				4,345 44	
Ties.....					
Other super structures.....				2,620 90	
Buildings, furniture and fixtures.....				247 63	
Shop machinery and tools.....				203 00	
Engineering expenses.....					
Interest during construction.....					
Discount on securities sold for construction.....					
Telegraph line.....					
W. harrings, etc.....					
Stidings and yard extensions.....				1,139 08	
Terminal facilities and elevators.....					
Road built by contract.....					
Purchase of constructed road.....					
Other items, fascines and spikes.....				2,183 94	
Total construction.....				\$ 32,902 87	
Equipment.....				4,282 61	
Locomotives.....					
Passenger cars.....					
Sleeping, parlor and dining cars.....					
Baggage, express, and postal cars.....					
Combination cars.....				2,678 11	
Freight cars.....				1,167 90	
Other cars of all classes.....				153 62	
Floating equipment.....					
Total equipment.....				\$ 8,257 24	
Grand total cost construction, equipment, etc.....				\$ 41,160 11	
Total cost construction, equipment, etc.....					

*Rogue River Valley Railway Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$ 1,760 03	
Less operating expenses, page 45.....	4,168 81	
Income from operation.....		
Deficit.....	\$ 2,408 78	
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total income.....		
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		
Net income.....		
Deficit.....		
Dividends, \$, common stock.....		
Dividends, \$, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1891.....		
Deficit from operations of year ending June 30, 1891.....		
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Rogue River Valley Railway Company, 1891.*

## EARNINGS FROM OPERATION—STATE OF OREGON.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue.....			\$ 1,437 75
Less repayments—			
Tickets redeemed.....			
Excess fares refunded.....			
Other repayments.....			
Total deductions.....			
Total passenger revenue.....			\$ 1,437 75
Mail.....			
Express.....			
Extra baggage and storage.....			12 00
Other items.....			
Total passenger earnings.....			\$ 1,449 75
Freight—			
Freight revenue.....			
Less repayments—			
Overcharge to shippers.....			
Other repayments.....			
Total deductions.....			
Total freight revenue.....			\$ 310 28
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			
Total passenger and freight earnings.....			\$ 1,760 03
Other earnings from operation—			
Car mileage, balance.....			
Switching charges, balance.....			
Telegraph companies.....			
Rents from tracks, yards, and terminals, page 41.....			
Rents not otherwise provided for.....			
Other sources.....			
Total other earnings.....			
Total gross earnings from operation, Oregon.....			\$ 1,760 03
Total gross earnings from operation, entire line.....			

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Rogue River Valley Railway Company, 1891.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—			
Repairs of roadway			
Renewals of rails			
Renewals of ties			
Repairs of bridges and culverts			
Repairs of fences, road-crossings, signs, and cat- tle guards			
Repairs of buildings			
Repairs of docks and wharves			
Repairs of telegraph			
Other expenses			
Total			
Maintenance of equipment—			
Repairs and renewals of locomotives			\$ 7 00
Repairs and renewals of passenger cars			
Repairs and renewals of freight cars			23 82
Repairs and renewals of ferry-boats, tugs, floats, and barges			
Shop machinery, tools, etc.			
Other expenses			
Total			\$ 30 82
Conducting transportation—			
Wages of enginemen, firemen, and round-house- men			
Fuel for locomotives			\$ 471 39
Water supply for locomotives			
All other supplies for locomotives			145 39
Wages of other trainmen			684 26
All other train supplies			
Wages of switchmen, flagmen and watchmen			
Expense of mail, including train dispatchers and operators			14 50
Wages of station agents, clerks, and laborers			
Station supplies			20 50
Switching charges, balance			
Car rent, balance			334 80
Loss and damage			
Injuries to persons			
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies			
Other expenses			
Total			\$ 1,670 84
General expenses—			
Salaries of officers			
Salaries of clerks			
General office expenses and supplies			346 16
Agencies, including salaries and rent			
Advertising			161 55
Commissions			
Insurance			57 05
Expense of fast freight lines			
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B			
Rents not otherwise provided for locomotives			1,106 00
Legal expenses			652 00
Stationery and printing			144 39
Other general expenses			
Total			\$ 2,467 15

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Rogue River Valley Railway Company, 1891.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the Interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....			
Maintenance of equipment.....			\$ 30 82
Conducting transportation.....			1,670 84
General expenses.....			2,467 15
Grand total.....			\$ 4,168 81
Percentage of expenses to earnings, entire line.....			
Operating expenses, Oregon—			
Maintenance of way and structures.....			
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Total.....			
Percentage of expenses to earnings, Oregon.....			

## Rogue River Valley Railway Company, 1891.

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890.		Assets.	June 30, 1891.		Year ending June 30, 1891.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
Cost of road, page 20.....		Assets.				
Cost of equipment, page 29.....						
Stocks of other companies owned, page 37.....				\$ 32,902 87		
Bonds of other companies owned, page 39.....				8,257 24		
Other permanent investments.....						
Land owned.....						
Cash and current assets, page 23.....						
Other assets.....						
Materials and supplies.....						
Sinking fund.....						
Sundries.....						
Profit and loss.....						
Grand total.....				\$ 41,160 11		
		Liabilities.				
Capital stock, page 17.....						
Bonded debt, page 28.....				100,000 00		
Current liabilities, page 28.....						
Accrued interest on bonded debt not yet payable						
Profit and loss.....						
Grand total.....				\$ 100,000 00		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Rogue River Valley Railway Company, 1891.***CONTRACTS, AGREEMENTS, ETC.**

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Wells, Fargo & Co.'s express, \$15 per month for treasure box; 20 cents per 100 pounds merchandise, 10 cents per 100 pounds special matter.
2. U. S. mail, not yet determined.
3. None.
4. None.
5. None.
6. None.
7. None.
8. None.

**EMPLOYÉS AND SALARIES.**

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers—secretary.....	1		\$ 600 00	\$ 1 67
General office clerks.....				
Station agents.....	2	146		83½
Other station men.....				
Enginemen.....	1	146		2 00
Firemen.....	1	146		1 50
Conductors.....	1	146		1 67
Other trainmen.....				
Machinists.....				
Carpenters.....				
Other shopmen.....				
Section foremen.....	1	122		1 67
Other trackmen.....	4	122		1 50
Switchmen, flagmen, and watchmen.....				
Telegraph operators and dispatchers.....				
Employés—account floating equipment.....				
All other employés and laborers.....				
Total (including general officers), Oregon.....	11			
Less general officers.....	1			
Total (excluding general officers), Oregon.....	10			
Distribution of above—				
General administration.....				
Maintenance of way and structures.....				
Maintenance of equipment.....				
Conducting transportation.....				
Total (including general officers), Oregon.....				
Less general officers.....				
Total (excluding general officers), Oregon.....				
Total (including general officers) entire line.....				

*Rogue River Valley Railway Company, 1891.*

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Column for revenue and rates.
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue.....	7,334	
Number of passengers carried one mile.....		
Average distance carried.....		
Total passenger revenue, page 35.....		
Average amount received from each passenger.....		
Average receipts per passenger per mile.....		
Estimated cost of carrying each passenger one mile.....		
Total passenger earnings, page 35.....		\$ 1,449 75
Passenger earnings per mile of road.....		
Passenger earnings per train-mile.....		
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....		
Number of tons carried one mile.....		
Average distance haul of one ton.....		
Total freight revenue, page 35.....		310 28
Average amount received for each ton of freight.....		
Average receipts per ton per mile.....		
Estimated cost of carrying one ton one mile.....		
Total freight earnings, page 35.....		
Freight earnings per mile of road.....		
Freight earnings per train-mile.....		
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35.....		
Passenger and freight revenue per mile of road.....		
Passenger and freight earnings, page 35.....		
Passenger and freight earnings per mile of road.....		
Gross earnings from operation, page 35.....		
Gross earnings from operation per mile of road.....		
Expenses, page 35.....		
Expenses per mile of road.....		
<b>Train mileage—</b>		
Miles run by passenger trains.....	5½	
Miles run by freight trains.....		
Miles run by mixed trains.....		
Total mileage trains earning revenue.....	5½	\$ 1,760 03
Miles run by switching trains.....		
Miles run by construction and other trains.....		
<b>Grand total train mileage—</b>		
Mileage of loaded freight cars—north or east.....		
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....		
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....		
Average number of loaded cars in train.....		
Average number of empty cars in train.....		
Average number of tons of freight in train.....		
Average number or tons of freight in each loaded car.....		



*Rogue River Valley Railway Company, 1891.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain				
	Flour				
	Other mill products			10	
	Hay			10	
	Tobacco				
Products of animals.	Cotton				
	Fruit and vegetables				
	Live stock				
	Dressed meats				
	Other packing-house products				
Products of mines.	Poultry, game, and fish				
	Wool				
	Hides and leather			10	
	Anthracite coal				
	Bituminous coal				
Products of forest.	Coke				
	Ores				
	Stone, sand, and other like articles				
	Lumber			20	
	Petroleum and other oils				
Manufac- tures.	Sugar			20	
	Naval stores				
	Iron, pig and bloom				
	Iron and steel rails				
	Other castings and machinery			20	
Merchandise	Bar and sheet metal				
	Cement, brick, and lime			10	
	Agricultural implements				
	Wagons, carriages, tools, etc.			10	
	Wines, liquors, and beers			10	
Household goods and furniture					
Miscellaneous—other commodities not men- tioned above					
Total tonnage, Oregon				120	
Total tonnage, entire line				120	

*Rogue River Valley Railway Company, 1891.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....		1	1	Westinghouse		
Freight.....						
Switching.....						
Leased.....						
Total locomotives.....		1	1			
Cars in passenger service—						
First-class passenger cars.....						
Second-class passenger cars.....						
Combination passenger cars.....		1	1	Westinghouse		
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....						
Other cars in passenger service.....						
Total.....		1	1			
Cars in freight service—						
Box cars.....		1		Hand		
Flat cars.....		1		Hand		
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars, push and hand.....		2				
Total.....		4				
Cars in company's service—						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....						
Other road cars.....						
Total.....						
Cars contributed to fast freight line service—						
Total cars owned.....						
Cars leased—						
Grand total cars.....		5				



*Rogue River Valley Railway Company, 1891.*

## RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.
Iron.....	24	50 lbs.	\$ 37 50		15,180
Total iron.....	24	50 lbs.	\$ 37 50		
Steel.....	242	25 lbs.	62 50	Total.....	15,180
Total steel.....	242	25 lbs.	\$ 62 50		

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....							
Freight.....							
Switching.....					5½		
Construction.....							
Total.....							
Average cost at distributing point.....					5½		

## Rogue River Valley Railway Company, 1891.

## CHARACTERISTICS OF ROAD.

Working divisions or branches.		Alignment.			Profile.			
From—	To—	Miles.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Descending grades.
Medford	Jacksonville	5½	10	5		160	5½	
Total		5½	10	5		160	5½	

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of rail. (Feet.)
Bridges—					Overhead highway crossings—		
Stone					Bridges		
Iron					Conduits		
Wooden					Trestles		
Combination					Total		
Total	4	80			Overhead railway crossings—		
Trestles					Bridges		
Tunnels					Conduits		
					Trestles		
					Total		
					Tunnels		

GAUGE OF TRACK — Four feet eight and one-half inches; 5½ miles.

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*Rogue River Valley Railway Company, 1891.*

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**CAR MILEAGE.**

State below all individuals, cooperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

Southern Pacific Railroad Company lines in Oregon; 50 cents per diem per car.

**OATH.**

STATE OF OREGON, }  
County of Multnomah. } ss.

We, the undersigned, William Honeyman, President, and W. A. Buchanan, Secretary of the Rogue River Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. HONEYMAN,  
President.

W. A. BUCHANAN,  
Secretary and Treasurer.

Subscribed and sworn to before me this 17th day of September, 1891.

FRANCIS M. STREET,  
Notary Public.

[SEAL.]

# REPORT

## OF THE

### ASTORIA & SOUTH COAST RAILWAY COMPANY.

*For the year ending June 30, 1891.*

#### HISTORY.

1. Name of common carrier making this report? Astoria & South Coast Railway Company.
2. Date of organization? August 18, 1888.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.
5. Date and authority for each consolidation? None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating reports.] What carrier operates the road of this company? None.

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
John Q. A. Bowlby.....	Astoria, Oregon.....	October 13, 1891.
Alfred Kinney.....	Astoria, Oregon.....	
Brenham Van Dusen.....	Astoria, Oregon.....	
Isaiah H. Case.....	Astoria, Oregon.....	
James Taylor.....	Astoria, Oregon.....	
Daniel K. Harren.....	Astoria, Oregon.....	
Hiram B. Parker.....	Astoria, Oregon.....	
E. M. Grimes.....	Seaside, Clatsop county, Or....	

Total number of stockholders at date of last election? Two hundred and seventy-five.

Date of last meeting of stockholders for election of directors? October 14, 1890.

Give postoffice address of general office. Astoria, Oregon.

Give postoffice address of operating office. Astoria, Oregon.

Constitution calls for the election of nine directors at annual meeting in October of each year. In addition to names mentioned above, C. W. Fulton was elected a director, but up to June 30, 1891, had failed to qualify.

*Astoria & South Coast Railway Company, 1891.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	John Q. A. Bowlby.....	Astoria, Oregon.
President.....	John Q. A. Bowlby.....	Astoria, Oregon.
First vice-president.....	Alfred Kinney.....	Astoria, Oregon.
Second vice president.....		
Third vice-president.....		
Secretary.....	Brenham Van Dusen.....	Astoria, Oregon.
Treasurer.....	Isalah W. Case.....	Astoria, Oregon.
General solicitor.....		
Attorney, or general counsel.....		
Comptroller.....		
Assistant comptroller.....		
Auditor.....		
Assistant auditor.....		
General manager.....		
Assistant general manager.....		
Chief engineer.....		
General superintendent.....	Alfred Kinney.....	Astoria, Oregon.
Assistant superintendent.....		
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....		
Assistant general freight agent.....		
General passenger agent.....		
Assistant general passenger agent.....		
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

No officers appointed to the positions left vacant above.

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles of line for each class roads named.</i>
	<i>From—</i>	<i>To—</i>		
Astoria & South Coast.....	Young's Bay.....	Clatsop Beach.....	15.78	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Astoria & South Coast Railway Company, 1891.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.		Remarks.
					Rate.	Amount.	
Capital stock—							
Common.....	50,000	\$ 100 00	\$ 500,000 00	\$ 2,655 50			
Preferred.....							
Total.....	50,000	\$ 100 00	\$ 500,000 00	\$ 2,655 50			
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amt issued during year.	Total number of shares issued.	Total cash realized.			
Issued for cash—							
Common.....	2,655%	\$ 145,480 00	2,655%	\$ 145,480 00			This stock was not all taken or issued during the year, but comprises all the stock issued since the incorporation of the company, and is here returned because there was no returns made to the commission last year, as the road was not in operation June 30, 1890.
Preferred.....							
Issued for construction—							
Common.....							
Preferred.....							
Issued for reorganization—							
Common.....							
Preferred.....							
Issued for.....							
Total.....	2,655%	\$ 145,480 00	2,655%	\$ 145,480 00			

*Astoria & South Coast Railway Company, 1891.*

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year.				Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses		Charged to income account as permanent improvements.			
		Charged to income account as permanent improvements.	Charged to construction or equipment.				
Construction—					\$	\$	
Right of way.....						2,408 35	
Other real estate.....					1,255 99	1,255 99	
Fences, road crossings and cattle guards.....					12,557 74	12,574 24	
Grading and bridge and culvert masonry.....					23,476 00	23,726 85	
Bridges and trestles.....					40,086 55	40,086 55	
Rails.....					11,196 83	11,196 83	
Ties.....							
Other super structures.....							
Buildings, furniture and fixtures.....						1,391 31	
Shop machinery and tools.....					8,059 74	8,177 11	
Engineering expenses.....							
Interest during construction.....							
Discount on securities sold for construction.....							
Telegraph line.....							
Wharfing, etc.....							
Sidings and yard extensions.....							
Terminal facilities and elevators.....							
Road built by contract.....						50,000 00	
Purchase of constructed road.....					6,077 54	6,882 90	
Other items.....							
Total construction.....					\$ 105,119 39	\$ 157,702 13	\$ 9,993 79
Equipment—							
Locomotives.....							
Passenger cars.....					5,397 28	5,616 53	
Sleeping, parlor and dining cars.....						2,352 54	
Baggage, express, and postal cars.....							
Combination cars.....						870 33	
Freight cars.....							
Other cars of all classes.....					4,173 72	4,173 72	
Floating equipment.....							
Total equipment.....					\$ 9,571 00	13,013 12	
Grand total cost construction, equipment, etc.....					\$ 114,690 39	\$ 170,715 25	\$ 10,818 45
Total cost construction, equipment, etc.....							

*Astoria & South Coast Railway Company, 1891.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35	\$ 7,801 15	
Less operating expenses, page 45	2,217 62	
Income from operation	\$ 5,583 53	
Deficit		
Dividends on stocks owned, page 37		
Interest on bonds owned, page 39		
Miscellaneous income, less expenses, page 41		
Income from other sources		
Total income	\$ 5,583 53	
Deficit		
Deductions from income—		
Interest on funded debt accrued, page 23		
Interest on interest-bearing current liabilities accrued, not otherwise provided for		
Rents, page 47, A		
Taxes		
Permanent improvements, page 29		
Other deductions		
Total deductions from income		
Net income	\$ 5,583 53	
Deficit		
Dividends, \$, common stock		
Dividends, \$, preferred stock		
Other payments from net income		
Total	\$ 5,583 53	
Surplus from operations of year ending June 30, 1891		
Deficit from operations of year ending June 30, 1891		
Surplus on June 30, 1890 (from general balance sheet, 1890 report)		
Deficit on June 30, 1890 (from general balance sheet, 1890 report)		
Additions for year		
Deductions for year		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51)		
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49)		

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Astoria & South Coast Railway Company, 1891.*

## EARNINGS FROM OPERATION—STATE OF OREGON.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue.....			
Less repayments—			
Tickets redeemed.....			
Excess fares refunded.....			
Other repayments.....			
Total deductions.....			
Total passenger revenue.....			
Mail.....			
Express.....			
Extra baggage and storage.....			
Other items.....			
Total passenger earnings.....	\$ 5,919 29		
Freight—			
Freight revenue.....			
Less repayments—			
Overcharge to shippers.....			
Other repayments.....			
Total deductions.....			
Total freight revenue.....	\$ 1,881 86		
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			
Total passenger and freight earnings.....	\$ 7,801 15		
Other earnings from operation—			
Car mileage, balance.....			
Switching charges, balance.....			
Telegraph companies.....			
Rents from tracks, yards, and terminals, page 41.....			
Rents not otherwise provided for.....			
Other sources.....			
Total other earnings.....			
Total gross earnings from operation, Oregon.....	\$ 7,801 15		
Total gross earnings from operation, entire line.....	7,801 15		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Astoria & South Coast Railway Company, 1891.***OPERATING EXPENSES.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Maintenance of way and structures—			
Repairs of roadway			
Renewals of rails			
Renewals of ties			
Repairs of bridges and culverts			
Repairs of fences, road-crossings, signs, and cattle guards			
Repairs of buildings			
Repairs of docks and wharves			
Repairs of telegraph			
Other expenses			
Total	\$ 805 37		
Maintenance of equipment—			
Repairs and renewals of locomotives			
Repairs and renewals of passenger cars			
Repairs and renewals of freight cars			
Repairs and renewals of ferry-boats, tugs, floats, and barges			
Shop machinery, tools, etc.			
Other expenses			
Total			
Conducting transportation—			
Wages of enginemen, firemen, and round-house men			
Fuel for locomotives			
Water supply for locomotives			
All other supplies for locomotives			
Wages of other trainmen			
All other train supplies			
Wages of switchmen, flagmen and watchmen			
Expense of mail, including train dispatchers and operators			
Wages of station agents, clerks, and laborers			
Station supplies			
Switching charges, balance			
Car mileage, balance			
Loss and damage			
Injuries to persons			
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies			
Other expenses			
Total			
General expenses—			
Salaries of officers			
Salaries of clerks			
General office expenses and supplies			
Agencies, including salaries and rent			\$ 694 42
Advertising			155 00
Commissions			
Insurance			
Expense of fast freight lines			
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B			
Rents not otherwise provided for			
Legal expenses			2,509 00
Stationery and printing			271 25
Other general expenses			
Total			

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Astoria & South Coast Railway Company, 1891.*

## OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....	\$ 805 37		\$ 805 37
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Grand total.....			
Percentage of expenses to earnings, entire line.....			
Operating expenses, Oregon—			
Maintenance of way and structures.....			\$ 805 37
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Total.....			
Percentage of expenses to earnings, Oregon.....			

*Astoria & South Coast Railway Company, 1891.*

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1890.		June 30, 1891.		Year ending June 30, 1891.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
<i>Assets.</i>					
Cost of road, page 29			\$ 157 702 13	\$ 52 582 74	
Cost of equipment, page 29			3,031 12	3,412 12	
Stocks of other companies owned, page 37					
Bonds of other companies owned, page 39					
Other permanent investments					
Land owned					
Land and other current assets, page 23					
Other assets					
Materials and supplies					
Sinking fund					
Sundries					
Profit and loss					
Grand total					
<i>Liabilities.</i>					
Capital stock, page 17			500,000 00		
Public debt, page 21					
Current liabilities, page 21					
Accrued interest on funded debt not yet payable					
Profit and loss					
Grand total			\$ 500,000 00		

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Astoria & South Coast Railway Company, 1891.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers, { Chief engineer.....	1	60	\$ 2,400 00	\$ 6 66
{ Secretary.....	1	300	850 00	2 83
General office clerks.....				
Station agents.....	2	150	720 00	2 00
Other station men.....				
Enginemen.....	1	245	1,460 00	4 00
Firemen.....	1	245	1,200 00	3 33
Conductors.....	1	240	885 00	2 42
Other trainmen.....	2	150	720 00	2 00
Machinists.....				
Carpenters.....				
Other shopmen.....				
Section foremen.....	1	300	780 00	2 16
Other trackmen.....	3	360	730 00	2 00
Switchmen, flagmen, and watchmen.....				
Telegraph operators and dispatchers.....				
Employés—account floating equipment.....				
All other employés and laborers, and donkey engines.....	1	60	1,460 00	4 00
Total (including general officers), Oregon.....	14	2,110	\$ 11,205 00	\$ 3 07
Less general officers.....				
Total (excluding general officers), Oregon.....				
Distribution of above—				
General administration.....				
Maintenance of way and structures.....				
Maintenance of equipment.....				
Conducting transportation.....				
Total (including general officers), Oregon.....				
Less general officers.....				
Total (excluding general officers), Oregon.....				
Total (including general officers) entire line.....				



*Astoria & South Coast Railway Company, 1891.*

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

<i>Item.</i>	<i>Column for ton- nage, number passengers, num- ber trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue.....	12,919	
Number of passengers carried one mile.....		
Average distance carried.....		
Total passenger revenue, page 35.....		
Average amount received from each passenger.....		
Average receipts per passenger per mile.....		
Estimated cost of carrying each passenger one mile.....		
Total passenger earnings, page 35.....		\$ 5,919 29
Passenger earnings per mile of road.....		
Passenger earnings per train-mile.....		
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....		
Number of tons carried one mile.....		
Average distance haul of one ton.....		
Total freight revenue, page 35.....		
Average amount received for each ton of freight.....		
Average receipts per ton per mile.....		
Estimated cost of carrying one ton one mile.....		
Total freight earnings, page 35.....		
Freight earnings per mile of road.....		1,881 86
Freight earnings per train-mile.....		
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35.....		
Passenger and freight revenue per mile of road.....		
Passenger and freight earnings, page 35.....		7,801 15
Passenger and freight earnings per mile of road.....		
Gross earnings from operation, page 35.....		
Gross earnings from operation per mile of road.....		
Expenses, page 45.....		
Expenses per mile of road.....		
<b>Train mileage—</b>		
Miles run by passenger trains.....		
Miles run by freight trains.....		
Miles run by mixed trains.....		
Total mileage trains earning revenue.....		
Miles run by switching trains.....		
Miles run by construction and other trains.....		
Grand total train mileage.....		
Mileage of loaded freight cars—north or east.....		
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....		
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....		
Average number of loaded cars in train.....		
Average number of empty cars in train.....		
Average number of tons of freight in train.....		
Average number of tons of freight in each loaded car.....		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Astoria & South Coast Railway Company, 1891.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
<b>Locomotives—</b>						
Passenger.....						
Freight.....		1	1	Westinghouse		
Switching.....						
Leased.....						
Total locomotives.....		1	1			
<b>Cars in passenger service—</b>						
First-class passenger cars.....						
Second-class passenger cars.....						
Combination passenger cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....						
Other cars in passenger service.....						
Total.....						
<b>Cars in freight service—</b>						
Box cars.....						
Flat cars.....						
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars, push and hand.....						
Total.....						
<b>Cars in company's service—</b>						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....						
Other road cars.....						
Total.....						
<b>Cars contributed to fast freight line service—</b>						
Total cars owned.....						
Cars leased.....						
Grand total cars.....						





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*Astoria & South Coast Railway Company, 1891.*

---

## OATH.

STATE OF OREGON,                    }  
County of Clatsop.                } ss.

I, the undersigned, Alfred Kinney, President, of the Astoria & South Coast Railway Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

ALFRED KINNEY,

President.

Subscribed and sworn to before me this 2d day of January, 1892.

J. Q. A. BOWLBY,

Notary Public for Oregon.

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INSPECTION OF RAILROADS  
FOR 1891.

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## INSPECTION OF RAILROADS FOR 1891.

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Under the provisions of section 7 of the act of 1891, it is the duty of the Board to make semi-annual inspections of the structures and roadbed on the several lines of railway within the State, and to report to each company what repairs, if any, are necessary. The Board, in compliance with said section, have made two yearly inspections of lines, and have made a report to the company in each instance as to the repairs found necessary, in order that the safety of the traveling public may be better insured. In only four or five instances during the two years have the Board found any structure so defective as to render it absolutely unsafe and requiring immediate repairs or renewal. In each of the cases so found, the order of the Board for immediate repairs or renewal was promptly complied with by the company.

It will be seen by reference to the subjoined reports of inspections, that the constant vigilance of the carrier, where the work of repairs is necessarily left to numerous employés, is not adequate to insure against the great danger which must constantly accrue where so many wooden structures are in daily use, subject as they are to decay in a damp climate; also that greater safety must be the result of State inspection, where, by a systematic policy of inspections, the defects in bridges are brought to the notice of the managing officers of the company. The provisions of section 7 of the act of 1891 seem to be entirely adequate to effect the ends desired, and the Board know of no reason for any change in this section.

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OFFICE OF THE RAILROAD COMMISSION, }  
GRANTS PASS, OREGON, March 9, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: I am directed by the Board of Railroad Commissioners of the State of Oregon to inform you that, after a careful inspection of trestle bridge No. 1,287, between Grants Pass and Merlin, this Board finds that said structure is in an unsafe condition, and therefore recommends that all of the old bents in said bridge be replaced by new ones at once.

Yours truly,

F. J. MILLER,  
Clerk of the Board.



*Inspection of Railroads for 1891.*

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 14, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: I am instructed to inform you that the Board of Railroad Commissioners consider the bridge across Deer Creek, No. 678, in an unsafe condition. The Board therefore recommends that you make such immediate repairs to the same as will insure the safe passage of trains.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 19, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: I am directed by the Board of Railroad Commissioners to inform you that, after a careful inspection of bridge No. 143, at McMinnville, this Board finds that said structure is in an unsafe condition, and recommends the entire renewal of the same at the earliest possible date.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 21, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: I am directed by the Board of Railroad Commissioners to inform you that, after a careful inspection of trestle bridge No. 42, on the Oregonian Railroad (Narrow-gauge Division), this Board considers said bridge in an unsafe condition, and recommends that the same be repaired immediately in a safe and permanent manner.

Also that bridge No. 50, on the same line, is unsafe; and the Board advises that the piles supporting the five bents near the center of the bridge be replaced with other supports as soon as possible.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 30, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: In accordance with the provisions of the law passed at the last regular session of the Legislative Assembly, the Board of Railroad Commissioners are required to make a semi-annual inspection of your lines in this State, and report to you the condition of the same.

The present Board have made an inspection of your main line between Ashland and Portland, commencing at Ashland on March 6 and ending at Portland on March 16, 1891, and beg to report to you that they have found the same in the following condition:—

*Inspection of Railroads for 1891.*

Structure No. 1,558 — A number of foundation piles are rotten and should be repaired.

No. 1,557 — First and second bents from north end should be renewed.

Piling under the fourth bent from the north end should be renewed.

No. 1,556 — Fourth and fifth bents from the south end need new mudsills.

No. 1,555 — Seventh and eighth bents from south end need new mudsills.

No. 1,437 — One new bent required at south end.

No. 1,436 — One new bent required at south end.

Rogue river bridge — Renew the ninth bent from the south end of the south approach.

No. 1,392 — One new pilebent needed at the north end.

No. 1,390 — Thorough overhauling and renewal of bents needed.

No. 1,368 — Three new sills needed.

No. 1,365 — One new bent needed.

No. 1,347 — Two new sills needed.

No. 1,334 — Three new sills needed; posts rotten at the foot.

No. 1,313 — New foundations needed under the center bents.

No. 1,312 — Fifteen or sixteen new sills needed.

No. 1,311 — Four or five new sills required.

No. 1,306 — One new bent and two new sills required.

No. 1,305 — Two new sills required near the center.

No. 1,301 — One new sill required at the south end.

No. 1,287 — New bents entire required.

No. 1,268 — Two or three new sills required.

No. 1,248 — All new bents required.

No. 1,232 — Two new batter posts required.

No. 1,200 — One new bent required.

No. 1,192 — Two or three new sills needed.

No. 1,189 — A thorough overhauling required, and needs a number of new sills and posts.

No. 1,183 — One new sill required on the fourth bent from the south end.

No. 1,182 — One new sill required on the eleventh bent from the south end.

No. 1,178 — Twelve new bents and one new sill required.

No. 1,175 — Two new sills required on the upper deck near south end, and one new sill in lower deck near the center.

No. 1,171 — Five new bents needed.

No. 1,158 — A new span required, and one new bent at north end.

No. 1,146 — A new span, a new bent at south end, and a new sill in eighth bent from the north end needed.

No. 1,114 — One new bent required.

No. 1,098 — Two new bents at the north end needed.

No. 1,097 — A new sill needed in fifth bent, and new batter posts in the sixth, seventh, and eighth bents, lower deck, north end.

No. 1,096 — A general overhauling required, as it is badly out of surface and line; it also requires a number of new posts and sills.

No. 1,095 — A general overhauling and repairs; also requires a number of new sills and posts.

No. 1,094 — Same as No. 1,095.

No. 1,093 — Two new posts required in bent five, lower deck, numbering from north end.

No. 1,083 — One new bent required near the center.

No. 1,047 — One new bent required.

No. 836 — One new bent required.

No. 744 — One new bent required.

No. 723 — One new bent required.

No. 710 — One new bent and bank sill required.

No. 686 — Two new sills required.

*Inspection of Railroads for 1891.*

- No. 678 — See letter to the manager, March 14, 1891.  
 No. 676 — New sills required in the third, fifth, sixth, and seventh bents from the south end.  
 No. 640 — New bents entire required.  
 No. 630 — A new bridge required.  
 No. 626 — A new bent required.  
 No. 625 — A general overhauling and three new bents and new blocking required.  
 No. 665 — Eight new bents required, lower deck.  
 No. 558 — One new bent required.  
 No. 548 — One new bent required at the north end.  
 No. 538 — One new bent required at the north end.  
 No. 496 — All new bents required.  
 No. 489 — A new span required.  
 No. 484 — A new span needed.  
 No. 469 — Two or three new bents needed.  
 No. 468 — Five or six new bents needed.  
 No. 455 — Seven new sills and one new bent needed at north end.  
 No. 452 — A thorough overhauling and repairs needed; also a number of new bents and posts; it is badly out of line and much decayed.  
 No. 451 — A new bridge needed.  
 No. 450 — A new bridge needed.  
 No. 438 — New bents needed.  
 No. 356 — The thirty-foot opening at south end should be reduced to two openings, fifteen feet each.  
 Harrisburg bridge — One new bent in south approach required; the short span at the north end should be replaced with a longer span; north approach requires two new bents at north end.  
 No. 261 — A new bridge needed.  
 No. 231 — A new bent required at the south end.  
 No. 222 — Swaybraces and two or three bents required.  
 No. 221 — Four new bents required.  
 No. 219 — New bridge needed.  
 No. 200 — New bridge needed.  
 No. 136 — One new bent at south end, and several new stringers, and many new ties needed.  
 No. 118 — Swaybracing, new guard-rails, and many new ties required.  
 No. 31 — All the old stringers need renewing.  
 No. 4 — New posts needed in first bent at the north end.

The Board feels that a more vigorous policy should be pursued on this line in the renewal of ties all along the line, and would call particular attention to the track between Roseburg and Winchester, where the ties seem to be very bad; also that the spacing of ties on many of the old structures from fifteen to seventeen inches in the clear is too wide to insure safety in case of derailment. The Board recommends that as fast as renewals are made, the spacing be reduced to not exceeding eight inches in the clear. The guardrails on all of the old structures should be renewed with new work, the rail to be not less than 5 x 8 inches, notched one inch over ties, and securely bolted or spiked, and placed not more than twelve inches outside of rail. The stringers on many of the old structures are showing signs of decay; and in a number of instances the Board found them shored up to prevent further weakening. These should be carefully overhauled and inspected on the whole line and renewed wherever necessary. The bents on all the old structures are too far apart. The Board recommends that in all renewals the openings be not to exceed sixteen feet from center to center of bents, and that all bents should be supported by sway-bracing, bolted or spiked at each intersection.

*Inspection of Railroads for 1891.*

The Board would respectfully call your attention to the practice of shimming up on top of the caps and dumpsills and underneath the stringers, employed on this line, which in their opinion is a dangerous practice, as it raises the stringers and corbels above the caps, thereby destroying all longitudinal support to the bents. We therefore recommend that these small shims be replaced with good and sufficient blocking securely fastened to the caps.

The Board found the track in good line and surface between Eugene and Portland; south of Eugene, the greater part of the distance to Ashland, in bad surface and line.

The Board notes with satisfaction the extensive fills that are being made on this line, in which many important openings are being filled with earth and gravel, and also the fact that a large number of the old structures are being rebuilt all along the line.

Respectfully submitted.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 31, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: On March the 17th, the Board of Railroad Commissioners of the State of Oregon left Portland on a tour of inspection of the Westside Division of the Oregon & California Railroad, arriving at Corvallis on March 19, 1891, and beg to report that they found the road in the following condition:—

Structure No. 2 requires new plumbposts in bent No. 15, numbering from the north; lower deck. Bent No. 20, lower deck, needs new sill; bent No. 27, lower deck, needs new batter-posts.

No. 4 requires bents four, five, and six renewed.

No. 7 requires a thorough overhauling; the entire lower deck should be renewed, and the upper deck requires many new pieces.

No. 8 requires new plumbposts in upper deck in bent No. 8, numbering from the north; also new mudsills under the south portion of the structure.

No. 20 requires nine new mudsills and several new posts in lower deck.

No. 26 requires four new sills in lower deck and one in upper deck.

No. 27 requires one new bent, No. 2 from the north end.

No. 39 requires new sills at each end.

No. 51 requires one new sill under bent No. 2.

No. 67 requires new dumpsills.

No. 81 requires a general overhauling and repairs.

No. 84 requires a new span and piers.

No. 95 requires new bents throughout.

No. 113 — Bents four and five need new batter-posts; bents eight and fourteen, new plumbposts, numbering from the north; bents six, seven, ten, eleven, and thirteen need to be renewed.

No. 143 requires renewal. (See letter of March 19, 1891.)

No. 215 needs a new bridge.

The Board repeats what was said in regard to the spacing of ties, and the renewal of guardrails, and the openings between bents, on the Eastside Division, and can but say that its recommendations on that line should be carried out on this. We believe that the stringers on many of the structures between Portland and Corvallis are so old and weather beaten that they have lost their

*Inspection of Railroads for 1891.*

vitality and strength, and should be thoroughly overhauled, and where found necessary, renewed. The surface and line on this division is bad, and should be given more careful attention, and many new ties are required at once.

Respectfully submitted.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 1, 1891.

*Mr. R. Kochler, Manager O. Ry. Co., Portland, Oregon—*

DEAR SIR: On March 23, 1891, the Board of Railroad Commissioners started from Woodburn on their first semi-annual inspection of the Oregonian Railway Company's East-side Division, and concluded the inspection the same day. We beg to make the following report on its condition:—

This line having been changed from a narrow-gauge to a standard-gauge road during the past year, the light iron in use is not heavy enough to support the engines now used on the line for any but a slow rate of speed. The Board are unanimous in the opinion that trains should not be run over this branch at a rate of speed exceeding ten miles an hour. We found the track very rough and in bad line and surface. The structures having either been renewed, or being now in process of renewal, almost the entire length of the line, as shown by the large force of men engaged in putting in new timbers, and the large amount of new timber distributed at almost all remaining old structures, the Board feel that it would be of little use to make a report in detail of all work on the line which in its opinion would be necessary to make this road safe for a faster service. Structure No. 70 having been repaired and passed by your carpenters, we find that it requires the following additional repairs: New piling entire; three new mudsills at the north end. The west batter-post in the eighth bent, numbering from the north, is rotten and should be replaced with a new post.

We are pleased to note that this line is being put in better surface, and that you have a large floating gang engaged in distributing gravel and surfacing up the track.

Respectfully submitted.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 1, 1891.

*Mr. R. Koehler, Manager O. Ry. Co., Portland, Oregon—*

DEAR SIR: On March 19, 1891, the Board of Railroad Commissioners started from Airlie on their first semi-annual inspection of the Oregonian Railway Company's West-side Narrow-gauge Division, and concluded the same at Dundee on March 20. We beg to submit the following report on its condition:—

*Inspection of Railroads for 1891.*

Bridges Nos. 4, 5, and 6—The piling is in bad condition; considerable repairs and several new bents are required.

No. 10—New bents required throughout.

No. 18—The foundation under bents is in bad shape, and should be overhauled and put in good condition.

No. 19—New bents entire required.

No. 27—New bents entire required.

No. 28—A new structure required.

No. 29—A new structure required.

No. 30—A new structure required.

Nos. 42 and 50—See our letter of March 21, 1891.

## SHERIDAN BRANCH.

Three new bridges are required between Sheridan and Ballston; the structures are not numbered on this branch. We find the cattle-guards on the whole line in bad shape; many should be renewed at once, as the timbers are rotten and throw the track out of surface. Many ties are needed between Luckiamute and Airlie. We note that much new work has been done all along this branch since it went into the hands of the Southern Pacific Company, and that the character of the new work is good; also that considerable timber is placed along the track for the purpose of repairing and renewing old work.

Respectfully submitted.

Attest: F. J. MILLER, Clerk.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 1, 1891. }

*Mr. R. Kochler, Manager P. & W. V. Ry. Co., Portland, Oregon—*

DEAR SIR: The Board of Railroad Commissioners started from Dundee on the Portland & Willamette Valley Railway on the first semi-annual inspection of this line and arrived at Portland the same day. We beg to report that we found the same in the following condition: The track was in fine line and surface, and the structures were all in good condition and kept in good repair.

Respectfully submitted.

Attest: F. J. MILLER, Clerk.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 1, 1891. }

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: The Board of Railroad Commissioners of the State of Oregon made its first semi-annual inspection of the Lebanon branch of the Southern Pacific system in Oregon on March the 24th, running eastward to Lebanon and thence to Albany; and beg to report that we found many of the ties on this line in a worthless condition, and the track in very bad line and surface. However, the Board is pleased to note that the company is making renewals,

*Inspection of Railroads for 1891.*

and replacing the old iron with a heavier and better grade of iron; and with the amount of ballast found on this line, the Board is of the opinion that an increase in the section force would soon put it in good condition.

Respectfully submitted.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 17, 1891.

*Mr. A. N. Towne, General Manager S. P. R. R. Co., San Francisco, Cal.—*

DEAR SIR: By virtue of an act passed at the sixteenth biennial session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all the railroads in the State, and report the condition of each road to its managing officer. In accordance with the provisions of said act, this Board, on June 4, 1891, made its first inspection of the Southern Pacific line from Ashland south to the State line; and I am directed to inform you that the same was found to be in first-class condition.

Yours truly,

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 1, 1891.

*Mr. Wm. M. Hoag, General Manager O. P. R. R. Co., Corvallis, Oregon—*

DEAR SIR: The Board of Railroad Commissioners of the State of Oregon, by virtue of an act passed at the last regular session of the Legislative Assembly, made its first semi-annual inspection of your road, starting from Albany on March 24th. The inspection was completed on the 26th. The Board passed over the entire system, except ten miles on the eastern extension, which has not been operated for traffic, and beg to report that we found it in the following condition:—

The road east of Albany was found to be in first-class condition for fast service. The structures all being new and of superior workmanship, and the track being in good surface and line, the Board have no recommendations to make on this portion. West of Albany we found the road in the following condition and requiring the repairs below enumerated. Structure No. 71—That part of the trestle in the river should be rebuilt and made a span or pile-bents sixteen feet apart. Nos. 69, 68, and 67—Same as the foregoing. The balance of the structures on this portion of the road, while not meriting special mention as being defective, show more or less signs of decay, and will require repairs in many places in the near future. In many places new sticks are now required, but as the structures requiring them are deemed safe for the ordinary service on this road, the Board have not attempted to specify the same in detail. We found the track in good line and surface its entire length.

Respectfully submitted.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

*Inspection of Railroads for 1891.*

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 1, 1891.

*Mr. F. A. Patterson, Manager Ind. & Mon. Ry. Co., Independence, Oregon—*

DEAR SIR: The law requires the Board of Railroad Commissioners to inspect semi-annually all railroads operated by steam in this State, and report their condition to the officers of the company. On March 17, 1891, the Board made an inspection of your line from Independence to Monmouth, and beg to report that they found the same in good condition. The track was in fair surface and line, and the structures in first-class shape.

Respectfully submitted.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 3, 1891.

*Mr. J. A. Johnson, Manager N. P. Terminal Co., Portland, Oregon—*

DEAR SIR: I am directed to inform you that the Board of Railroad Commissioners, after a careful inspection of trestle bridge No. 1, on the O. R. & N. R. R. at Albina, find that the same is in an unsafe condition, and should have immediate attention. The entire deck, ties, stringers, and guardrail are much decayed, and no longer fit for use; the pilebents at the south end are rotten, and liable to go down at any time; the mudsills and posts, where they could be tested, at the north end, are soft and decaying; the caps on nearly all of the bents are so old as to have lost their vitality, and show signs of decay where they come in contact with the posts and stringers. The Board, therefore, recommends that you rebuild this structure at once, and that you put it in a good, safe condition within ten days from the date of this letter.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 6, 1891.

*Mr. C. H. Prescott, Vice-President N. P. R. R. Co., Tacoma, Washington—*

DEAR SIR: An act passed at the sixteenth biennial session of the Legislative Assembly of the State of Oregon, requires the Board of Railroad Commissioners to make a semi-annual inspection of all railroads in the State and report the condition of every such road to its managing officer. In accordance with the provisions of said act, this Board, on April 2, 1891, made its first semi-annual inspection of the Northern Pacific Company's line in Oregon, and I am instructed to inform you that the same was found to be in the following condition:—

The road is in fair condition as to line and surface its entire length, except on portions of the track where the old ties have not been removed and replaced with new. The old Howe truss spans at Milton creek and the North and South Scappoose Creeks are entirely too light and frail for the heavy traffic now done on this line; the timbers show signs of decay and have lost much of



*Inspection of Railroads for 1891.*

their vitality. The Board recommends that each of the structures named be rebuilt of heavier material, and at any early day.

The first and second long trestles outside of the Portland yard limits require seven or eight new bents, besides a number of new posts in other bents; several new caps are also required on these trestles.

Structures No. 168, 169, 170, 171, 172, and 173—Require some new caps and stringers.

The structure across what is known as Tide Creek should be renewed entirely, except the new bents in place.

The twenty-eight old pilebents left in structure No. 166 are old and show much decay. The Board recommends that they be renewed. Many of the structures on this line require new stringers. The Board, therefore, recommends that you cause your carpenters to thoroughly overhaul all structures on the line and replace all stringers which show marked signs of decay.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 11, 1891.

*Mr. E. McNeill, General Superintendent U. P. R. R. Co., Portland, Oregon—*

DEAR SIR: By virtue of an act passed at the last regular session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all the railroads in the State and report to the managers thereof the condition of the same. In accordance with the provisions of this act, this Board has made an inspection of the Union Pacific main line and its branches, between Portland and Huntington, commencing at Portland, May 11, 1891, and ending at Umatilla, May 20, 1891, and beg to submit the following report on the condition of the same, and recommend the following repairs:—

Bridge No. 3—Three new bents and one new dumpsill at each end; the timber is old and the entire structure will have to be renewed in the near future.

No. 4—One new bent at each end; the timber is old and shows signs of decay.

No. 18—A number of bad piles and caps; piles are rotten; this structure requires a general overhauling and repairs.

No. 31—New bent at east end; the switchstand on the east end of this bridge should be moved back onto the ground.

No. 39—New bent at the east end, and a new cap on the second bent from the east end.

No. 41—A few bad piles.

No. 49—Several new sills; timber showing signs of decay; sills crushing.

No. 53—Several new caps required.

No. 57—Four or five new sills; one new bent at each end.

No. 60—Several new sills; posts rotten at foot.

No. 83—Several new sills.

No. 84—Two new bents.

No. 85—Two new sills.

No. 91—In bad shape; posts rotten.

No. 92—Eight or ten new sills; foundations in bad shape; many of the piles decayed.

No. 93—Six or seven new sills; foundation piles badly decayed.

No. 94—Several new sills; many of the foundation piles rotten.

*Inspection of Railroads for 1891.*

- No. 108—Several new sills; foundation piles rotten; posts in the frame-bents decayed at the foot.
- No. 109—Posts in the frame bents rotten at the foot.
- No. 111—Several new sills; foundation piles rotten; posts in the frame-bents decayed at the foot.
- No. 113—Many bad sills and foundation piles; posts rotten at the foot.
- No. 114—Same as No. 113.
- No. 115—Two new sills; foundation piles rotten.
- No. 117—Several new sills required; foundation piles decaying; posts rotten at the foot; many new stringers required.
- No. 118—Four new sills.
- No. 119—Three or four new sills.
- No. 120—Ties and guardrail poor; several bad stringers.
- No. 124—Several new sills needed; foundation piles rotten and posts decaying at the foot.
- No. 126—Same.
- No. 127—Same.
- No. 128—Same.
- No. 129—Same.
- No. 132—Several bad sills, piles, and stringers.
- No. 134—Five new sills needed.
- No. 135—Four new sills.
- No. 136—Nine or ten new sills; many foundation piles bad.
- No. 139—Several new sills; foundation piles rotten.
- No. 143—Two new sills.
- No. 144—Several new sills; pile foundations and foot of posts rotten.
- No. 145—One new sill.
- No. 150—Three new sills.
- No. 172—Four extra posts in each pier.
- No. 173—Should be rebuilt; this bridge is in a very dangerous location, and is improperly constructed.
- No. 180—The north approach to this (Des Chutes) bridge should be rebuilt. New sills are required in the north approach to the Umatilla bridge.

## MOUNTAIN DIVISION.

- Bridge No. 1—Should be rebuilt.
- No. 4—Several broken stringers; foundations need looking after.
- No. 30—Six broken stringers.
- No. 41—Six broken stringers.
- No. 42—Four broken stringers.
- No. 50—Three broken stringers.
- No. 59—One bad cap and two bad stringers.
- No. 82—One broken stringer; foundation piles getting rotten.
- No. 89—Three broken stringers; foundation piles getting rotten.
- No. 96—One new bent required.
- No. 100—Several bad piles and some pine stringers.
- No. 101—Same.
- No. 145—One new sill at east end.
- No. 154—Several new sills; foundation piles getting rotten.
- No. 156—Two new sills.
- No. 157—One new sill.
- No. 158—Two new sills.
- No. 168—One new bent.
- No. 192—One new cap.
- No. 194—Two new sills.

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- No. 219 — Several new bents required; piles getting rotten; ties bad.  
 No. 220 — Caps and ties bad; piles getting rotten.  
 Nos. 221, 222, and 225 — Same.  
 No. 248 — Several bad caps; ties are also bad.  
 No. 259 — Several bad sills; foundation piles rotten; ties and guardrail old and in poor condition.  
 No. 269 — One new sill required.  
 No. 304 — In poor condition; foundation piles decaying; banksills, caps, ties, and guardrail are of poor material and not in a very good state of preservation.  
 No. 316 — Several new sills are required.  
 No. 322 — Two new sills needed.  
 No. 330 — New caps and ties and two new bents needed; this structure should be practically rebuilt.  
 No. 331 — Three new bents.  
 No. 333 — One new bent.

## PENDLETON AND WALLA WALLA BRANCH.

Bridge No. 2 — One new cap.

- No. 3 — Two new caps.  
 No. 8 — One new cap.  
 No. 10 — One new cap.  
 No. 11 — Two new caps.  
 No. 12 — Two new caps.  
 No. 13 — Two new caps.  
 No. 15 — Three new caps.  
 No. 19 — One new cap.  
 No. 23 — One new cap.  
 No. 29 — One new sill.

The Board feels that a vigorous policy should be pursued in the renewal of ties all along the line; and would call your particular attention to that portion of the line between Portland and The Dalles, where the ties seem to be particularly bad. We found the track generally in good surface, line and elevation, excepting on The Dalles-Portland Division, where the track in places was very rough, owing to bad ties and low joints. On this division we found many joints supported by pieces of fishplates, secured in place with only one bolt in each end. This practice should be discontinued, and double angle-bars used at every joint, and be full-bolted. As the track now is, a full and sudden application of the air brakes to a long, heavy train, going at full speed, would be liable to shear off the one bolt in the fishplate, thereby causing a derailment, and a possible serious accident.

The Board also observes that on the heavy curves the ball of the rail has worn down on the inside until the flange of the wheel in many places was cutting the fishplates. We would recommend that where this is the case new rails be laid at the earliest possible date. The spacing of the ties on many of the structures is too great, being from sixteen to seventeen inches apart in the clear. In the judgment of the Board, this is too far apart. We would advise that as fast as renewals and repairs are made, the distance be reduced to not more than eight inches between ties in the clear. The ties on many of the old structures should be renewed at an early day.

The guardrail on many of the bridges should be renewed with timber not less than 6x8, notched over ties, and securely spiked to same; the present guardrail is in such a condition that in case of a derailment on the bridge it would afford no preventive towards the bunching of the ties.

The stringers on many of the bridges are showing signs of decay, and the

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Board found many broken ones. They should be carefully looked after all along the line, and all defective ones replaced with new.

In many of the structures the bents are too far apart. The Board recommends that in all renewals the openings be not greater than sixteen feet from center to center of bents.

We found many of the foundation piles in a bad and rotten condition.

We would advise that all foundations be overhauled and all defects remedied at once.

Most of the structures in Eastern Oregon are, with the exception of the stringers, which are mostly fir, constructed of what is known as bull pine, which is a very inferior quality of bridge material. It is much inferior to fir, both in strength and durability. When renewals are made, we would advise that red or yellow fir be used as far as possible, as we deem it safer, and it will prove more economical in the end. Particular attention should be given to repairs where pine timber is in use, as we note that the ties, caps, guardrail and bridge foundations are in many instances in a bad state of preservation.

The Board would recommend that, where it is possible to do so, the small openings now spanned by trestle-work be filled, thereby lessening the liability to accident, and reducing future operating expenses.

Owing to the frequency of accidents on this line, caused by bridges being burnt, we would advise that some sort of fire protection be established, especially during the dry season, by placing track-walkers on the line, or by other means, whose duty it shall be to patrol the track sufficiently often to discover and put out fires or warn approaching trains of danger.

The Board found the Hepner Branch, the Elgin Branch, the Pendleton and Walla Walla Branch, with the exception of the necessary repairs above enumerated, and the line between Wallula and Umatilla in first-class condition; the ties and bridges were sound, the surface, line, and elevation of track good, and the roadbed in good condition. We note with pleasure the many renewals and repairs going on all along the line; new ties, new rails, improved roadbed, and renewals and repairs to bridges.

By order of the Board.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 18, 1891.

*Mr. W. H. Bancroft, General Superintendent U. P. R. R. Co., Ogden Utah—*

DEAR SIR: By virtue of an act passed at the last regular session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all railroads in the State, and report the condition of each road to its managing officer. In accordance with the provisions of said act, this Board, on May 19, 1891, made an inspection of the Union Pacific line, east of Huntington, within the borders of this State, and beg to submit the following report on the condition of the same, and recommend the following renewals and repairs:—

Bridge No. 383—Requires two new bents; the piles are rotten, and the timber is showing signs of decay.

No. 382—Requires some repairs to foundations; the piles are getting rotten; caps and sills are also beginning to decay and will require attention.

No. 380—This a deck bridge over Burnt river. The board recommends that this entire bridge, both spans and trestle work, be renewed. The bridge is very poorly constructed and in bad repair; the foundations are also rotten,

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and the structure is so situated as to be invisible from an approaching train until almost on it. The timber in the bridge is all bull pine and very inflammable, and is a very poor quality of bridge material.

No. 335— This is the second crossing of Snake river. There are twenty-six broken mainbrace angle-blocks on the four spans on the Oregon side.

No. 334— Has fifteen broken mainbrace castings.

No. 328— This is the third crossing of Snake river. There are ten broken mainbrace castings on the two spans at the north end of this structure. All of these Howe truss spans look light, both for timber and iron. The angle-blocks have no tubes on them, and are too light for the service required, as is shown by the number of broken ones. These spans will have to be rebuilt in the near future, as they were evidently not built to sustain the heavy traffic now passing over them. The timber in the trestle work on this line is mostly native pine, an inferior quality of bridge material. The foundations, caps, ties, and guardrails are showing signs of deterioration, and require repairs here and there.

The track generally was found to be in good line and surface. There are a few low joints, and at the ends of some of the bridges the dumps need surfacing.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 17, 1891.

*Mr. C. B. Wright, Jr., General Manager O. & W. T. R. R. Co. Walla Walla, Wash.—*

DEAR SIR: By virtue of an act passed at the last regular session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all railroads in the State, and report the condition of each road to its managing officer. In accordance with the provisions of said act, this Board, on May 21, 1891, made its first inspection of your line between Wallula and Pendleton, including the Athena Branch; and I am directed to inform you that they found the same in first-class condition.

By order of the Board.

Yours truly.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, December 15, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: The Board of Railroad Commissioners for the State of Oregon beg to submit the following report of the condition of the Westside Division of the Oregon & California Railroad, the Lebanon Branch, and the Oregonian Railway, East and Westside Divisions, as found at the time of their second semi-annual inspection in October, 1891:—

O. & C. R. R.—WESTSIDE.

Bridge No. 202— Needs new guardrail and more ties. We would recommend that your bridgemen exercise diligence in looking after this bridge, as the timbers are old.

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- No. 198 — Requires slight repairs.  
 No. 197 — Needs new guardrail and more ties, and the bents need a general overhauling.  
 No. 195 — The bents were found leaning to the south, and very much out of plumb.  
 No. 193 — Ties should be renewed and placed closer together.  
 No. 190 — Should be repaired with new ties, stringers, and guardrails.  
 No. 187 — Should be renewed.  
 No. 186 — Needs new ties, stringers, and guardrail.  
 Nos. 174 and 173 — Should be renewed.  
 Nos. 167, 166, 165, 164, 163, 162, 161, 160, and 159, which are open drains, should be renewed or filled.  
 Nos. 156 and 154 — Need one new cap.  
 Nos. 149 and 145 — Need new stringers, ties, and guardrail.  
 No. 136 — Needs more ties and new guardrail.  
 Nos. 134, 133, 132, 131, 130, 129, 124, and 115, which are open culverts, should be filled or renewed.  
 No. 113 — Needs more ties and new guardrail.  
 Nos. 106 and 104 — Needs new ties, stringers, and guardrail.  
 No. 98 — Needs new ties and guardrail.  
 Nos. 97, 95, and 89 — Needs new ties, stringers, and guardrail.  
 Nos. 87 and 86 — Should be renewed or filled.  
 No. 85 — Needs new guardrail and more ties.  
 No. 84 — Needs more ties and new guardrail on approaches.  
 No. 82 — Needs new ties, stringers, and guardrail.  
 No. 81 — Needs one new stringer in south approach.  
 Nos. 80 and 79 — Should be filled or renewed.  
 Nos. 76, 75, and 74 — Need new stringers, ties, and guardrail.  
 No. 73 — Should be renewed or filled.  
 Nos. 70, 69, 68, and 67 — Need new stringers, ties, and guardrail.  
 Nos. 66, 61, and 60 — Should be renewed or filled.  
 Nos. 51, 44, 40, and 39 — Require new stringers, ties, and guardrail.  
 No. 37 — Needs one new sill and new stringers, ties, and guardrail.  
 No. 35 — Needs new stringers, ties, and guardrail.  
 No. 34 — Should be replaced.  
 Nos. 32, 30, 29, 22, 21, and 20 — Require new stringers, ties, and guardrail.  
 No. 19 — Needs new sills, stringers, ties, and guardrail.  
 Nos. 18, 17, 16, and 11 — Need new stringers, ties, and guardrail.  
 No. 9 — Out of line and surface.  
 Nos. 8, 7, and 3 — Need new stringers, ties, and guardrail.  
 No. 2 — The track is in bad line and surface.

We are pleased to note that you have complied substantially with the recommendations of this Board made on the spring inspection, which is evidenced by the renewals and repairs of the following numbered structures: 211, 210, 191, 185, 178, 169, 158, 157, 152, 151, 150, 147, 146, 143, 140, 113, 82, 77, 69, 68, 67, 52, 44, 32, 29, 28, 19, 18, and 17.

We find that your track has not been ballasted between Portland and Forest Grove, and there are many low joints on this division. This fault should be remedied as soon as possible. With these repairs, we believe this division will be in good condition for the service required of it.

## O. &amp; C. R. R. CO.—LEBANON BRANCH.

The condition of the branch from Albany to Lebanon was found to be very good with the exception that it is somewhat out of surface, making the cars ride rough.

*Inspection of Railroads for 1891.*

## O. RY. — WOODBURN-SPRINGFIELD BRANCH.

Bridge No. 158 — Needs several new posts and sills.

No. 115 — Should be renewed.

No. 101 — Ties on the span are too short and too far apart. As heretofore recommended, ties on bridges should not be placed farther than sixteen inches from center to center. Several trestles, not numbered, immediately south of the South Santiam river bridge, require many repairs, as they are old and not in good condition.

No. 52 — The bridge across the Callapooia river at Brownsville, requires a new span and general repairs to the approaches.

We note with pleasure, the many renewals and repairs in progress on this line, and advise that this work be continued until the road is placed in first-class condition. All of the old bridges on this line were built many years ago, and only intended to be used for light traffic, as, until recently, this line was a narrow-gauge, and the structures, roadbed, ties, and rails are too old and light for use in standard-gauge railroad traffic. Until the old structures are renewed, new steel laid, and the entire line placed in first-class condition, we are of the opinion that trains should not be allowed to exceed a speed of twelve miles an hour.

## O. RY. — NARROW-GAUGE DIVISION.

Bridge No. 50 — Needs more ties and new guardrail.

No. 45 — Requires some new caps, more ties, and some new stringers and guardrail.

No. 43 — Old and should be renewed.

We observe that, in compliance with our previous recommendations, you have renewed bridges Nos. 48, 47, 44, 42, 38, 37, 36, 30, 29, and 28, and that you have filled Nos. 23, 22, 21, and 20; also that your men are at work on the bridge across the Luckiamutte. There is no ballast on the track between Dundee and Whites, which, in our opinion is required for the proper operation of the road. The iron from Dundee to Airlie is too light for the traffic, and has been badly damaged by allowing it to get out of surface in the past.

In conclusion, we wish to call your attention to the necessity for whistling-posts each side of stations and near railroad and wagon-road crossings, and at other dangerous places. We also wish to call your attention to the need for railbraces on sharp curves, especially where it is necessary to use heavy helper engines on grades. The matter of keeping the track in good line, surface, and elevation is one of not only comfort, but also one of economy and safety in operation. The practice of placing false work under old spans and allowing them to rest thereon during the winter is a dangerous one, and should not be allowed, as high water is liable to carry the bridge away and cause a serious accident. Whenever a bridge becomes too weak to carry the traffic, it should be removed at once and a new one put in its place. We trust that the recommendations contained herein will receive your prompt attention.

By order of the Board.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, December 15, 1891. }

*Mr. Jas. McCabe, Assistant Superintendent, N. P. R. R. Co., Portland, Oregon—*

DEAR SIR: In compliance with the act passed at the sixteenth regular session of the Legislative Assembly of the State of Oregon, the Board of Rail-

*Inspection of Railroads for 1891.*

road Commissioners, on December 10, 1891, made an inspection of the roadbed and structures on the line of the Northern Pacific in the State of Oregon, and beg to report having found it in the following condition:—

Bridge No. 156—A new deck is needed; the old piling is considerably decayed and should be removed; the same may be said of many of the sills.

No. 163—Two new bents required in the center to replace old pilebents.

No. 164—Fifteen new bents and a new deck required.

No. 165—Twenty-seven new bents and a new deck required.

No. 170—Thirty new bents required.

No. 171—Forty-nine new bents required.

No. 176—Should be renewed entire.

With these exceptions, we find the entire line, roadbed, and structures in fair condition.

Respectfully submitted.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, December 15, 1891.

*Mr. G. B. Wright, Jr., General Manager O. & W. T. R. R. Co., Walla Walla, Wash.—*

DEAR SIR: On December 9, 1891, the Board of Railroad Commissioners made an inspection of your lines in Oregon, and are pleased to report that they have found the same in fair condition. The structures and roadbed seem to be in good condition. The Commissioners would call your attention to the fact that the force of trackmen seems to be insufficient to meet the ordinary emergencies of winter, such as washouts, snowdrifts, etc., likely to occur.

Respectfully submitted.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, December 15, 1891.

*Mr. R. Koehler, Manager P. & V. R. R. Co., Portland, Oregon—*

DEAR SIR: The Board of Railroad Commissioners for the State of Oregon completed its second semi-annual inspection of the line of the Portland & Willamette Valley Railroad on the 23d ult., and beg to inform you that the said line was found to be in a reasonably fair condition.

By order of the Board.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.



*Inspection of Railroads for 1891.*

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, December 16, 1891. }

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: The Board of Railroad Commissioners of the State of Oregon made its second semi-annual inspection of your main line in Oregon, starting from Ashland on October 23, 1891, and beg to report having found the same in the following condition:—

The line, roadbed, and structures from Ashland to the State line were found to be in fair condition. Some of the trestles have pine timbers in, and should be carefully watched, as this quality of timber is short-lived and subject to rapid decay. We are pleased to note the following repairs and renewals, either made or in course of construction since our spring inspection: Bridges Nos. 1,561, 1,560, 1,554, 1,553, 1,552, 1,551, and 1,540 have been filled; at Nos. 1,556, and 1,555 a new line is being graded, to leave out these structures.

Bridge No. 1,414, across Rogue river, requires many new ties on both approaches, as they are old and rotten; the guardrails are of pine timber, old and rotten and entirely too light.

No. 1,347, at Bloody Run—This bridge is not secure, owing to its close proximity to Rogue River, which is liable to render the same unsafe by undermining its foundation during any stage of high water. We note that you are at work on a cut, which, when completed, will leave this structure out.

No. 1,313 has bad ties and guardrails; should be renewed.

We note that No. 1,312 is being rebuilt.

No. 1,311 needs new ties and guardrails; also the rails on this bridge and the approaches to it should be heavily braced with railbraces, as the ordinary track spikes are not deemed sufficient on such heavy curvatures. We think the same precaution should be taken on all curves on your line, where not already braced.

We note that Nos. 3,106, 3,105 and 3,102 have been filled since spring inspection.

No. 1,300 requires one new sill and swaybraces.

We note that No. 1,294 has been filled, and that No. 1,293, so we are informed by your engineer, will be filled in; if not filled at an early day it will require twelve new bents and new foundations; also new ties and guardrails are required.

No. 1,205 requires new dumpsill at north end.

No. 1,192 requires three or four new stringers.

No. 1,158, bridge at Grave creek—This bridge requires a new span and a general overhauling of approaches. This span was condemned at the spring inspection, and is in a worse condition now than in the spring.

No. 1,146, bridge across Wolf creek, requires a new span; also condemned at spring inspection.

No. 1,096 requires more elevation and a general overhauling.

No. 1,095 requires a general overhauling. We note the bridgemen now at work on the same.

No. 1,093 requires five new sills.

No. 935 requires four new bents, or should be filled.

No. 933 should be renewed soon.

No. 922 requires one new bent.

No. 674 requires renewal entire.

No. 672 requires new ties and guardrail.

No. 670—The ties on this bridge are spaced too far apart and are bad; requires new ties and guardrail.

The ties between Roseburg and Winchester are old and rotten, and the track rough and uneven. A great many of these ties need replacing at once,

*Inspection of Railroads for 1891.*

as it is unsafe to make ordinary time over this section. The Commission called attention to this section of track in the report for spring inspection; also specially condemned the same in a previous communication to you.

Nos. 669, 662, 661, and 656 are all old and not in very good repair. New guardrails and many new ties are required on them; the bents are also old and will require renewal soon.

No. 655 requires repairs, but we note that bridgemen are now at work on the north end.

No. 628—Pile foundation and caps are in bad condition and require renewal. Ties are too widely spaced, the guardrails are 3x6 and old, which is entirely too light. The same may be said of all the old structures north of Roseburg, which have not been repaired within the last two years.

We are pleased to note that in all of the recent repairs and renewals much heavier guardrails have been put in and the ties have been placed much closer together.

No. 550 should be renewed entire, as it shows considerable decay.

No. 548 should either be renewed or filled.

The ties on Rice hill are in very bad condition, and should be vigorously replaced with new timber.

No. 509, we note is being repaired by putting in new spans.

Nos. 489 and 487, we note are being repaired by putting in new spans.

All of the old bridges between Roseburg and Creswell which have not been overhauled or renewed recently should be vigilantly watched and repaired, as many of them have lost their vitality from age and use.

Nos. 469 and 468—Piles are driven for new bents, but the caps have not been put on new work. The old caps and piles are rotten, and the work should be finished at once.

No. 452 is badly out of repair and much decayed; it was so reported on the spring inspection; it should be fixed up immediately.

No. 451, we note is being filled.

No. 450 should be filled or renewed.

No. 438 requires new bents entire; same report on this bridge for March.

The track on the line between Oakland and Divide is very rough in places and requires many new ties. The new ties are distributed in many places, but your section-men do not put them into the track as fast as the service would seem to require.

No. 432 requires new bents and ties.

No. 429—We note that piles are driven for new work, but caps not put on yet; this work should be done immediately.

No. 422—We note a new span is being put in.

No. 384—We note piles are driven and timber on ground for renewal; this should be completed at once.

Harrisburg Bridge—Your engineer informs us that 1,200 feet at each end will be filled; remainder of trestle, 16-foot openings; extra span to be built for north side. This work should be done as soon as possible, and the structure should be carefully watched in the interim.

No. 208, we note is being filled, but requires a new top if not soon finished.

No. 206, Jefferson Bridge—1,100 feet of the approach, both top and bents, is in bad condition and should be renewed; balance of structure is in good condition.

No. 122—Bents have been renewed, but top is old and decayed; should be renewed.

No. 161 should be rebuilt entire.

No. 160 requires new bents and top.

No. 159 requires new stringers.

No. 136 should be renewed entire.

Nos. 135 and 118 need new guardrails and ties.

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No. 44 — We note new piles driven; those should be capped at once and the bridge transferred from old bents.

Short span at south end of Clackamas bridge should be replaced with new span.

No. 8 should be thoroughly overhauled; it is an old structure.

In conclusion, we are pleased to note that a great many of the trestles between Portland and Albany, also north of Grants Pass and north of Ashland, have been filled, and thus made secure; also, that you have pursued a vigorous policy of renewals and repairs on very many structures all along the line during the summer.

We recommend either a stronger force of section-men, or that your section gangs devote more time in putting in new ties, and that more vigilance be observed in keeping your track in proper surface.

Respectfully submitted.

ROBERT CLOW,

A. N. HAMILTON,

Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, December 15, 1891. }

*Mr. Wm. M. Hoag, General Manager O. P. R. Co., Corvallis, Oregon —*

DEAR SIR: The Board of Railroad Commissioners for the State of Oregon beg to submit the following report of the condition of the Oregon Pacific Railroad as found at the time of their second semi-annual inspection last month:—

Bridge No. 98 requires several new bents at south end.

No. 95 requires several new bents.

No. 93 should have its bents swaybraced.

No. 92 needs two new bents at the east end.

No. 80 requires two new bents, also some new ties.

Nos. 71, 69, 68, and 67 should have short spans instead of the bents, which are now in the river; or these bents should be removed and new and more substantial ones put in their place. The Commission called your attention to these structures in the report of their former inspection; and the bridges are not now in as good condition as then.

No. 62 requires three or four new sills.

No. 61 requires one new bent in the lower deck.

No. 56 requires one new sill and one new cap.

No. 51 requires one new bent at the west end.

No. 45 requires two new sills.

No. 44 should have a short span over the river, or the old bents should be replaced with new and more substantial ones.

No. 22 requires several new bents.

No. 21 requires two new bents.

The surface, line, and elevation of the track are good, but we would recommend that more rock or gravel ballast be put in the track between Yaquina City and Corvallis. We also think a more vigorous policy should be pursued in the renewal of ties. A large amount of new timber and work will be required on the bridges in the near future to keep the bridge work between Yaquina City and Corvallis in safe condition. While the bridges are not bad, we note here and there a stick of timber or a pile decaying, which will soon become dangerous; and we would advise that all such be replaced with new

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work as soon as possible, and before it becomes so bad as to endanger life and property.

By order of the Board.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, December 16, 1891.

*Mr. E. McNeill, General Superintendent U. P. R. R. Co. Lines in Oregon, Portland, Oregon—*

DEAR SIR: In compliance with an act passed by the sixteenth regular session of the Legislative Assembly of the State of Oregon, the Board of Railroad Commissioners for the State of Oregon, starting November 30, 1891, made its second semi-annual inspection of the lines operated by the Union Pacific Company in Oregon. We found the roadbed from Portland to The Dalles in fair condition, and the following structures either overhauled and repaired or made new since the spring inspection:

Bridges Nos. 8, 9, 10, 12, 13, 14, 73, 75, 76, 77, 79, 80, 81, 83, 84, 85, 92, 93, 94, 95, 96, 97, 100, 101, 103, 106, 108, 109, 110, 113, 114, 125, 126, 127, 128, 129, 130, 131, 132, 134, 135, 136, 138, 141, 142, 144, 145, 146, 147, 151, 152, 153, 154, 156, and 172.

We find the following numbered bridges have been filled since date of last report, *i. e.*, Nos. 18, 19, 23, 24, 40, 44, 45, 49, 82, 87, 91, 139, and 143.

The following bridges require attention and repairs:

Nos. 98, 99, and 113 should have new ties.

No. 115—The foundation piles are bad.

No. 133 should have some new foundation piles.

No. 148—The pilebents in the central part are considerably decayed and insecure, and should be renewed at once; also the frame bents on the east end of this bridge are old, and show signs of decay, and should be overhauled.

No. 185 should have new ties.

The roadbed and bridges from The Dalles to Umatilla, including the Heppner Branch, are in good condition.

Numbering eastward from Umatilla, bridges Nos. 1, 2, 3, 7, 8, 10, 15, 16, 25, 31, 42, 43, 44, 45, 46, 50, 51, 52, 54, 55, 58, and 59 have been filled.

From the west side of the Blue Mountain Division, foot of hill to La Grande, bridges Nos. 82, 89, 96, 100, 101, 145, 154, 156, 157, 158, 168, 193, and 194—all have been repaired with new timbers.

No. 6 was found to be shored up, indicating weakness of the timbers, and we recommend that this bridge be thoroughly overhauled and repaired.

No. 11 needs some new bents.

We also find that new steel rails have been put in on the curves, amounting in the aggregate to about fifteen miles.

We also found the road from La Grande to Elgin in good condition.

We are pleased to report the following repairs have been made since our spring inspection between La Grande and Huntington:

New floors on bridges Nos. 209, 210, 211, 213, 214, and 216.

No. 219 has new bents and floor; also new post, floor, and eight new bents on No. 220.

On Nos. 221, 222, 223, 224, 228, 246, 247, 248, and 268, new floors.

No. 272 has three new caps and new floor.

Nos. 273, 282, and 308 have new ties.

No. 312 has new top and new bents.

The following also have new ties: Nos. 316, 317, 318, 322, 330, 340, 342, 346, 348, 355, and 356.

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*Inspection of Railroads for 1891.*

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We recommend a more vigorous policy in the renewal of ties on your track, and that your section-gangs be either increased, or that they devote more time to putting in new ties, as your roadbed is rough, and the joints low in many places.

We think that the fast train service over your road demands the highest degree of watchfulness on the part of section-men at many points too numerous to particularly specify, where we observed many rotten ties in the track.

Respectfully submitted.

ROBERT CLOW,  
A. N. HAMILTON,  
Commissioners.

Attest: F. J. MILLER, Clerk.

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# COMPLAINTS, DECISIONS, ETC.,

*BEFORE THE BOARD OF RAILROAD COMMISSIONERS*

*OF THE STATE OF OREGON. 1891.*

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## COMPLAINTS, DECISIONS, INVESTIGATIONS,

Before the Board of Railroad Commissioners of  
the State of Oregon, 1891.

### EDWARD WEAVER v. THE SOUTHERN PACIFIC CO.

Petitioner complains and alleges that the Southern Pacific Company's train killed a mare belonging to him; that the animal was partly blind, but was valuable as a brood mare; that the same was killed in his field, and that the company had refused to pay him \$90, the value of said animal.

On March 30, 1891, the Board addressed a letter to Mr. Koehler, asking him if a settlement could not be had without further action. On May 7th, the company, through Mr. Koehler, notified the Board of its willingness to pay Mr. Weaver's claim. On June 23, 1891, Mr. Weaver acknowledged receipt of the money.

### CITIZENS OF GASTON, OREGON, v. THE SOUTHERN PACIFIC CO.

The petition of H. C. Raymond and others of Gaston, Oregon, was filed on March 7, 1891, alleging the refusal of the company and its lessor to furnish suitable depot facilities at that station; also the great inconvenience and damage occasioned by the lack of depot buildings, and asking the Board to institute an investigation.

On April 6, 1891, Mr. Koehler was informed of the substance of the complaint, and asked to file a statement of receipts for freight and passenger business at Gaston for the year ending March 3, 1891. On April 13, 1891, the following statement of business was filed with the Board by the company, and Mr. Sappington and the citizens of Gaston were informed of the matter as shown by the following correspondence:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 6, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: The citizens of Gaston, on your West-side division, have complained to the Board that they need a depot at said place, and that the business



*Complaints, Decisions, and Investigations for 1891.*

done there would justify the company in establishing the same. Will you kindly cause a statement to be made to this Board of the freight and passenger business originating and collected at that point for the year ending March 31, 1891, and oblige,

Yours truly,

F. J. MILLER,  
Clerk of the Board.

SOUTHERN PACIFIC COMPANY,  
MANAGER'S OFFICE, LINES IN OREGON,  
PORTLAND, OREGON, April 13, 1891. }

*Frank J. Miller, Clerk of Railroad Commission, Salem, Oregon—*

DEAR SIR: In further pursuance of your favor of April 6th, I beg to hand you herewith statement made up by our general auditor, showing the business of Gaston station for the year ended February 28, 1891; the month of March not being ready it could not be given. If you desire it will be furnished later on. Please note in said statement that in freight received there is included company's freight, as noted on the margin.

Respectfully yours,

R. KOEHLER,  
Manager.

## STATEMENT

Of the business at Gaston for the year, to February 28, 1891.

	Year to Feb. 28, 1891.	Average for Month
Pounds forwarded.....	3,347,893	278,991
Pounds received.....	845,481	70,457
Total.....	4,193,374	349,448
Freight charges forwarded.....	\$2,386 72	\$198 89
Freight charges received.....	757 37	63 12
Total.....	\$3,144 09	\$262 01
Ticket sales.....	\$1,588 40	\$132 57

N. B.—Above includes company freight received, 477,035 pounds; \$60.50 charges.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 7, 1891.

*Mr. J. W. Sappington, Gaston, Oregon—*

DEAR SIR: The statement of business done at Gaston for the year ending February 28, 1891, has been received from Mr. Koehler, at the request of the Commission; and the Board will take action on the matter at their next regular meeting, which will occur on the first Monday in next month. You will be advised regarding what is done. The total receipts for freight received and forwarded was \$3,144.09; the ticket sales amounted to \$1,588.40;—total, \$4,732.49.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

On May 20, 1892, the company filed a plan showing the ground required for the depot and sidetracks at Gaston, which plat was

*Complaints, Decisions, and Investigations for 1891.*

accompanied by the following explanatory letter. Also June 9, 1892, was set for hearing and a view of the grounds:—

SOUTHERN PACIFIC COMPANY,  
MANAGER'S OFFICE, LINES IN OREGON,  
PORTLAND OREGON, May 20, 1892. }

*Frank J. Miller, Clerk Railroad Commission, Salem, Oregon —*

DEAR SIR: Referring to conversation on the subject of better station facilities at Gaston, I beg to say that I shall be pleased to accompany the Board at any time should an examination on the spot be deemed desirable. The company thinks the time has not come to justify an expenditure of a large sum of money for the construction of a permanent station building at Gaston station, yet I am willing to recommend to the general management that we construct such a building during this summer, provided the necessary grounds be furnished at said point without cost to the company, and provided some old unadjusted right-of-way matters in the immediate vicinity can likewise be settled.

The enclosed plan shows in red lines the ground we would require, having due regard for the future. Ownership to warehouses can be preserved by leasehold in usual form. The present sidetrack could remain for a while as now constructed, but should ultimately be lengthened as shown.

Respectfully yours,

R. KOEHLER,  
Manager.

One enclosure.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 26, 1892. }

*Mr. J. W. Sappington, Gaston, Oregon —*

DEAR SIR: The Board is just in receipt of a communication from Mr. R. Koehler, Manager S. P. R. R. Co., regarding the subject of better station facilities at your town, together with a map showing the town and the lands they would require for station purposes. Mr. Koehler says in his letter: "The company thinks the time has not come to justify an expenditure of a large sum of money for the construction of a permanent station building at Gaston station, yet I am willing to recommend to the general management that we construct such a building during this summer, provided the necessary grounds be furnished at said point without cost to the company, and provided some old unadjusted right of way matters in the immediate vicinity can likewise be settled." Mr. Koehler expresses a willingness to meet the Board, together with the citizens of Gaston, at any time to discuss the subject, and agreeable to your request that you be given ample notice of any such meeting. We have set June 9, 1892, at the hour of 10 A. M., to meet your people, view the location, and see if some amicable arrangements cannot be made satisfactory to all concerned.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 26, 1892. }

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —*

DEAR SIR: Your favor of the 20th current on the subject of better station facilities at Gaston, together with a map of the town of Gaston, is received.

*Complaints, Decisions, and Investigations for 1891.*

In reply I would say that the Commissioners deem it best for the interest of all parties concerned, to view the site and hold a consultation on the ground with the citizens of Gaston, together with yourself, to see if this matter cannot be amicably adjusted, and the desired facilities obtained. If satisfactory to you, we will appoint June 9, 1892, at 10 A. M., as the day and hour to view the location and discuss the subject.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

On June 9, 1892, the Board met the citizens of Gaston and Mr. Koehler on the grounds, and had a thorough discussion of the subject. A bond for a deed was drawn up and submitted to the citizens who owned certain portions of the land covered by the depot grounds, which was to be donated to the company in consideration of the erection of a suitable depot building. This bond was never executed, and the matter was left unfinished by the Board until such time as the land difficulty and right of way should be settled between the parties.

GASTON, OREGON, June 16, 1892.

*G. W. Colvig, Chairman Railroad Commission—*

Mr. Gaston has not put in an appearance at this place excepting to pass through on the cars yesterday. I wrote him and sent the form of bond you left me, with the letter I send you; and as he passed through yesterday morning he returned the correspondence with two old musty contracts, which he desired me to copy for him and send to you. This I do with reluctance, as I am satisfied those old contracts have been the bone of contention between him and the S. P. R. R. Co., and the failure on the part of Mrs. M. A. Davis to carry out her part of the contract, as she only had a life dower in the premises, and at her death the title vested in her son, who has since died, leaving it to his heirs, etc. Thus the S. P. R. R. Co. have been cheated out of a title to the right of way through the premises and over one-half of the switch which lies upon my two-acre lot. But as far as the north half of the switch is concerned, I am still willing to enter into a contract with the company to give them a good title for all that lies on my lot between the main and side track, and also fifteen feet from the east rail of side track in addition, as we talked of, if it will do any good.

Very truly yours,

H. C. RAYMOND.

N. B.—Any further information I may be able to give will be cheerfully given.

H. C. R.

**L. T. THOMPSON OF ROSEBURG v. SOUTHERN PACIFIC COMPANY.**

Petitioner alleged: He was a delegate to State Grange, held at Hillsboro, Oregon, in May, 1891; that as such his certificate entitled him to return from Portland to Roseburg at one-third regular fare;

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that the agent of the S. P. Co. at Portland refused to honor the certificate, but charged full rate.

On June 8, 1891, the following correspondence was had on this matter:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 8, 1891.

*Mr. L. T. Thompson, Coles Valley, Oregon—*

DEAR SIR: Referring to yours of June 3d to Mr. Colvig, I am instructed to inform you that the matter has been brought to the attention of Mr. R. Koehler, manager S. P. Co. in Portland, and as soon as heard from you will be informed what the company has to say. Your certificate will be returned with the company's answer.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 8, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

Mr. L. T. Thompson, of Coles Valley, near Roseburg, complains to this Board that the ticket agent at the Union depot in Portland refused to grant him a return rate of one-third the regular fare, on a proper certificate showing him to be entitled to the same on account of his being a member of and in attendance on the State Grange which met at Hillsboro. I enclose herewith his letter and certificate, which please return to this office with your reply.

By order of the Board.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

On June 10, 1891, Mr. Koehler explained by letter that the rules required the certificate to be presented at the company's office, No. 134 First street, Portland, Oregon; that Mr. Thompson had applied at the Union depot, which accounted for the difficulty; but that a voucher would be sent to Mr. Thompson for the amount of overcharge. Mr. Thompson was duly notified of Mr. Koehler's answer.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 11, 1891.

*Mr. L. T. Thompson, Coles Valley, Oregon—*

DEAR SIR: I am pleased to inform you that the Commissioners have this day received a letter from Mr. R. Koehler, Manager S. P. R. R. Co. at Portland, in which he says he has ordered a voucher made in your favor for the difference between the regular fare and the fare to which you were entitled. Trusting that you will receive the amount without delay, I remain,

Yours truly,

F. J. MILLER,  
Clerk of the Board.

*Complaints, Decisions, and Investigations for 1891.*

## CLAY ROGERS v. THE SOUTHERN PACIFIC COMPANY.

On November 2, 1891, petitioner filed his complaint, alleging that he purchased a second-class ticket over the lines of the S. P. Co. from Portland to San Francisco, which entitled him to sleeping-car privileges in the said company's tourist cars, but that the said company failed and refused to furnish the same. Asked the Board to have the amount overpaid returned to him. A copy was served on Manager Koehler, and on December 11, 1891, the following answer received:—

SOUTHERN PACIFIC COMPANY,  
MANAGER'S OFFICE, LINES IN OREGON,  
PORTLAND, OREGON, December 11, 1891. }

*F. J. Miller, Clerk of Railroad Commission, Salem, Oregon—*

DEAR SIR: I beg to hand you herewith letter written by Mr. E. P. Rogers to me, giving the result of his examinations in the case of the complaint of Mr. Clay Rogers. Please find likewise enclosed letter of Mr. Clay Rogers and berth check.

Respectfully yours,

R. KOEHLER,  
Manager.

One enclosure.

SOUTHERN PACIFIC COMPANY,  
ASST. GEN. FT. AND PASS. AGENT'S OFFICE,  
PORTLAND, OREGON, December 10, 1891. }

*Mr. R. Koehler, Manager Lines in Oregon, Portland, Oregon—*

DEAR SIR: Referring to communication from the Board of Railroad Commissioners of the 2d ult., with enclosures regarding reservation in our second-class sleeping car on August 10, 1891, for Mr. Clay Rogers, from Junction City to San Francisco, I beg to say that I have fully investigated the matter, and report as follows: On August 10, 1891, I received the following telegram from our agent at Junction City:—

"Reserve one berth in second-class sleeper for Clay Rogers for San Francisco tonight.

[Signed]

"C. P. HOUSTON."

I wired agent Junction City the same day as follows:—

"Lower two in tourist car two reserved to San Francisco for Mr. Clay Rogers.

[Signed]

"E. P. ROGERS."

As soon as our agent received my telegram, he sold Mr. Rogers a second-class ticket to San Francisco, attaching to same berth check No. 425, Form 3, which entitled the holder of ticket to occupy one berth in Pullman second-class sleeping car, and at the same time told him the number of his berth he would get when he boarded the train. I also took the matter up with Mr. W. H. Boot, district superintendent Pullman Palace Car Co., this city, and he sent to their auditor's office, at Chicago, for the original Pullman diagram for this car of August 10, 1891, which I have before me. This diagram shows berth No. 2 is reserved for Mr. Clay Rogers, as his name is written on the diagram

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for berth two with ink as follows: "Clay Rogers, Junction City." J. J. Nelson, porter of this car of that date, writes Superintendent Boot, in answer to his letter to him in regard to the matter, that if Mr. Rogers had come in his car and asked for his berth he would surely have got it; and he further says he does not understand why Mr. Rogers did not come in the morning and make complaint to the Pullman conductor if he was unable to secure his berth the night before. Mr. Boot says their conductor, Mr. Burnham, saw nothing of Mr. Clay Rogers at Junction City, and heard nothing from him on the train the following day, and that the berth reserved for him went through to Oakland Pier unoccupied, as their records show. From the statements made by the Pullman conductor and the porter, I do not think that Mr. Rogers tried very hard to find his berth. If he had, he would most assuredly have gotten it.

Mr. Rogers states in his letter that he was forced to buy the berth check against his will. This is an erroneous statement, as you know our second-class rate to Sacramento and San Francisco is \$16.50, and we furnish a berth in second-class Pullman sleepers to these points free, as the case may be, and our agents are required to attach to these second-class tickets a berth check, as in this instance. To make any refund would be discrimination, and I take it the Commissioners would hardly countenance that; besides, this is interstate traffic which does not come under their jurisdiction.

I beg to return you herewith the papers you sent me.

Yours respectfully,

E. P. ROGERS,  
A. G. F. & P. A.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, December 14, 1891. }

Before the Board of Railroad Commissioners of the State of Oregon. In the matter of the sleeping-car service, complained of by *Clay Rogers v. The Southern Pacific Company*.

The above matter coming on to be heard on the complaint of Mr. Clay Rogers and the answer of the Southern Pacific Company, there being no appearance on the part of either the complainant nor the company, on examination of the papers filed, the Board finds that the matter complained of arises out of interstate business, over which the Commission has no jurisdiction. The complaint is therefore dismissed.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Railroad Commissioners of the State of Oregon.

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IN RE OREGON PACIFIC RAILROAD COMPANY.

On March 23, 1891, the Oregon Pacific Company, through its general freight agent, notified the Board that it proposed to advance its grain rates for short hauls. The following correspondence was had on the subject:—

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OREGON PACIFIC RAILROAD COMPANY,  
OFFICE OF ACTING GEN. FT. AND PASS. AGENT,  
CORVALLIS, OREGON, March 23, 1891. }

*Hon. Board of Railroad Commissioners —*

DEAR SIR: In compliance with the request of your honorable predecessors, this line reduced its rates on grain for short distances to the schedule recommended by the Board. We find that the other lines within this State have not made a corresponding reduction, consequently this line is placed at a decided disadvantage, and will be compelled to restore the former rate for self-protection.

Yours truly,

C. C. HOGUE,  
General Freight Agent.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 31, 1891. }

*Mr. C. C. Hogue, Gen. Ft. Agent O. P. R. R. Co., Corvallis, Oregon —*

DEAR SIR: Your favor of the 23d current is at hand and contents noted. You say that the reduction on grain for short hauls recommended by the Board of Railroad Commissioners September 7, 1887, which your road adopted, has not been enforced on any other road within the State, and that you will have to restore the old rate as a matter of self-protection. I am instructed to say to you that the present Board feels that a rate acquiesced in for three and one half years without complaint should not be changed to a higher rate unless it can be shown that such traffic has become more expensive to handle.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OREGON PACIFIC RAILROAD COMPANY,  
OFFICE OF ACTING GEN. FT. AND PASS. AGENT,  
CORVALLIS, OREGON, April 21, 1892. }

*F. J. Miller, Clerk of Railroad Commission, Salem, Oregon —*

DEAR SIR: Replying to your favor of March 31st, the position assumed by the Commission is equivalent to taking advantage of the compliance of this company with former demands of the Commission, and allowing those companies which did not comply an advantage. This, I am sure, is not the intention of the Commission, and no doubt upon a fuller consideration of the matter, they will devise some means of relieving us from this injustice. During the time the low short-haul rate has been in effect, it has made no difference to this line until this season, because no grain has been sold at stations on this road during that period, except that destined to San Francisco. Now, however, owing to changed conditions of the market, these rates begin to be felt as a factor.

The injustice to our line will readily be seen, when you learn that we realize at present only 80 cents per ton on grain for less ten miles; \$1.00 per ton for ten to fifteen miles; and \$1.20 per ton for fifteen to twenty miles distance; while the Southern Pacific Company, for the same distances, charges \$1.60, \$1.60, and \$1.80, respectively.

You will see that buyers of grain for shipment to Portland, have from 60 cents to 80 cents per ton advantage from points on our line, over buyers for the

*Complaints, Decisions, and Investigations for 1891.*

San Francisco market who attempt to operate on the lines of the Southern Pacific Company. We propose to advance our rates to those charged by the other Companies, believing them reasonable or they would not have been acquiesced in so long by the Commission.

Sickness in my family has prevented an earlier reply.

Yours truly,

C. C. HOGUE,  
General Freight Agent.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 7, 1891.

*Mr. C. C. Hogue, General Freight Agent O. P. R. R. Co., Corvallis, Oregon—*

DEAR SIR: Referring to your favor of the 21st ult., I am directed to say, that upon the expiration of the time allowed by law for the several railroads doing business in this State to file their classifications, tariffs, etc., with this Board, the Commissioners will pass upon said schedules and make such recommendations as in their judgment may appear just and reasonable. Until such tariffs have been examined and reported upon, this Board most earnestly protests against any advance in your rates as contemplated and avowed in your letter above referred to. You do not show that the business has become more expensive to handle, or that you have been operating under the present rates at a loss; but imply that owing to the changed conditions of the market you can advance your rates without any loss of traffic. You also say that "the position assumed by the Commission is equivalent to taking advantage of the compliance of this company with former demands of the Commission, and allowing those companies which did not comply an advantage." This assertion is rather a statement of prevailing practice than a ruling of this Board. You, no doubt, are aware that the present Commission is working under a new law, passed at the last session of the legislature, and totally different from the one in force and operated by the old Board. Your compliance with the demand mentioned was voluntary on your part. This Board certainly has no desire to do your company any injustice, but, on the contrary, it desires to see every railroad in the State in a prosperous condition.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OREGON PACIFIC RAILROAD COMPANY, }  
OFFICE OF ACTING GEN. FT. AND PASS. AGENT, }  
CORVALLIS OREGON, May, 8, 1891. }

*Mr. F. J. Miller, Clerk of Railroad Commission, Salem, Oregon—*

DEAR SIR: I have your favor of the 7th instant, and note your request not to advance rates on grain for short hauls until after the Board of Commissioners shall have had time to examine the classifications, tariffs, etc., of the different roads in the State, and have made their recommendations upon the same.

We cheerfully comply with this request, believing that the Commission will do us full justice in this matter.

Yours truly,

C. C. HOGUE,  
General Freight and Passenger Agent.



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*Complaints, Decisions, and Investigations for 1891.*

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OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 21, 1891.

*Mr. Hoag, General Manager O. P. R. R. Co., Corvallis, Oregon—*

DEAR SIR: The Board, having under consideration the matter of freight rates on your road, and considering your application for permission to raise the rates on grain on short hauls, have made certain findings of fact, and have also made an exception to the classification in certain particulars, which I am instructed to forward to you. Please find the same enclosed herewith. I also enclose the passenger tariffs in force on your road, approved by the commission.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

IN RE OREGON PACIFIC RAILROAD COMPANY.

In the matter of freight rates on the Oregon Pacific Railroad:

The above matter coming on to be heard, and the petition of Mr. Wm. M. Hoag, general manager, for permission to advance the rates on said road on grain on short hauls of between three and twenty-five miles to that allowed other competing roads being read, the Board made the following

FINDING OF FACT.

First—That the rates charged for transporting grain, flour, feed, and millstuff on the Oregon Pacific Railroad for distances between three and twenty-five miles are less than on any competing line touched by said company.

Second—That the following rates be and the same are hereby allowed to be charged and received for transporting grain, flour, feed, and millstuff over the said line after September 1, 1891, viz: Five miles and under, in carload lots, 5.4 cents per 100 pounds; five to fifteen miles, in carload lots, 7.2 cents per 100 pounds; fifteen to twenty-five miles, in carload lots, 8.1 cents per 100 pounds.

Third—That the classification in use on said road should be changed to read as follows: Blinds, doors, sash (unglazed), wood mantels, door and window-frames, carpenters' mouldings, cornices, brackets, wainscoting, handrails, balusters, and similar inside finishing lumber, in straight or mixed carloads with lumber, O. R., take lumber rates.

By order of the Board.

FRANK J. MILLER,  
Clerk.

*Complaints, Decisions, and Investigations for 1891.*

OREGON PACIFIC RAILROAD COMPANY, }  
OFFICE OF RECEIVER, }  
CORVALLIS, OREGON, August 21, 1891. }

*Hon. Board of Railroad Commissioners—*

DEAR SIRS: I beg to acknowledge the receipt of your letter of August 20th advising me that your honorable Board has decided to allow this company to charge and receive for grain hauled for five miles and under, and up to twenty miles, the same rates as the Southern Pacific Company on its main line, East-side Division, being 10% less than Class C of the present Southern Pacific tariff on its East-side Division. We have to thank the Commission for the permission in question.

Yours truly,

WM. M. HOAG,  
Manager.

STATE OF OREGON *v.* THE SOUTHERN PACIFIC COMPANY.

In the matter of the revision of freight rates on the lines of the defendant company in the State of Oregon.

In pursuance of section 1 of an act entitled "An act to increase the power and further define the duties of the Board of Railroad Commissioners in respect to the management, operation, and control of railroads and the transportation of persons and property within the State of Oregon," passed at the 16th regular session, it became the duty of the Board to pass upon the reasonable or unreasonable character of every schedule of charges for transporting persons and property by railroad in use in the State of Oregon, and to revise and amend the same in any and all particulars where the same should be found unreasonable. It was also the duty of every railroad doing business in the State of Oregon to file with said Board a complete schedule of its charges for said service within ninety days from the passage of said act. The Board notified the defendant to file its rate sheets on or before May 20, 1891, which order was complied with. After careful consideration of the subject, which extended over many days, taking into consideration the value of the roadbed, rolling stock, and equipment of the defendant, together with its earnings from operation under its present tariffs, as shown by the annual reports of operation, which have been filed with the Board and the Secretary of State since 1885, and also the information furnished by the managers of the company, which will be more fully set forth in the correspondence attached to this report; also after giving the defendant due and ample notice to appear and offer any objection or amendment to the proposed revision, the Board, on August 12, 1891, made the following finding of fact in the matter:

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OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 12, 1891. }

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: I am directed to transmit to you the official findings of the Board of Railroad Commissioners of the State of Oregon, in the matter of freight rates on the Southern Pacific Company's lines in Oregon, which matter was determined and concluded on August 11, 1891. Please find the same enclosed herewith.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 12, 1891. }

In the matter of freight rates, schedules, and classifications in force on the lines of the Southern Pacific Company in Oregon, filed with the Board on May 20, 1891.

The above matter coming on for final hearing, the Board of Railroad Commissioners of the State of Oregon, in special session, held at the city of Salem in said State, at the office of the said Board on Tuesday, the eleventh day of August, 1891, after hearing the arguments of counsel and the statements and showings of the manager and that of the assistant general freight and passenger agent of the Southern Pacific Company, and after being fully advised in said matter, makes and publishes the following findings of fact. We find that the said freight rates, schedules, and classifications, made, used, and employed by said company on its lines in the State of Oregon are unjust and unreasonable, and more than a fair and reasonable compensation for the services rendered or to be rendered in the transportation of freight on its road in the following particulars, to wit:

First—The rates on livestock in carloads.

Second—The special rates on hard and soft wood in carloads on the East-side Division and on the Woodburn-Springfield Branch of said road.

Third—The rates on lumber, lath, and shingles in carload lots.

Fourth—The special rates on grain, flour, feed, and millstuff, and green fruit and vegetables in carload lots.

Fifth—The special rates on green fruit and vegetables in less than carload lots.

Sixth—The rates on flour, feed, and millstuff in carload lots between stations under class "C" of its classification and in conjunction with its distance tariff, as filed with this Board.

Seventh—The distance tariff rates on lumber, lath, and shingles

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*Complaints, Decisions, and Investigations for 1891.*

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in carload lots, and on livestock in carload lots now in force and used in ascertaining rates between way stations on these commodities.

Eighth—The special distance tariff rates on green fruit, vegetables, hard and soft wood on its East-side Division and its Woodburn-Springfield Branch.

Ninth—The special distance tariff rates on green fruit and vegetables on its West-side Division, its Portland and Willamette Valley Railway, and Narrow-gauge West-side Division.

Tenth—That the following schedule of charges and rates, as revised and modified by this Board, hereto annexed, and marked exhibits A, B, C, D, E, F, G, and H, are reasonable and just rates for the services rendered or to be rendered, and that they constitute and will yield to said company a fair and just return for the services rendered or to be rendered in transporting the commodities named in said schedules over the lines operated by said company in the State of Oregon.

Eleventh—That the following changes in its local classification now in use on said lines would be just and reasonable, viz., lumber and manufactures thereof, including blinds, doors, sash (unglazed), balastrade work, blocks (base, center, corner, and head), blind frames, carpenters' mouldings, casings, closet and pantry fittings (wood), columns, corner beads, cornice brackets, frames (door, window, and screen), gable ornaments, handrails, paneling, pilasters, porch work, scroll work, stair work, K. D. (newels, risers, treads, railings, balusters, and post ornaments), window stools and aprons and finishing lumber in mixed or straight carloads, O. R., lumber rates.

You will therefore, at a day not later than September the first, 1891, cancel and annul all rates, orders, tariffs, classifications, and rules in force on your lines in conflict with the above findings, and put into force and effect the schedules, tariffs, and classifications as revised and modified by this Board, copies of which are herewith transmitted marked exhibits A, B, C, D, E, F, G, and H, and as specified in this finding.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

*Complaints, Decisions, and Investigations for 1891.*

The exhibits referred to in the finding were as follows:—

**EXHIBIT A.**

Southern Pacific Railroad Company (Pacific system), lines in Oregon, Narrow Gauge West-side Division and Portland & Willamette Valley Railroad, special tariff on grain, flour, feed and mill-stuff.

Distance.	To Portland from —		Grain, flour, feed, mill-stuff, in car load, in cents per 100 lbs.
8	Fulton.....		5.4
7	Owego.....		5.12
13	Tualatin.....		5.12
19	Middleton.....		5.12
21	Vincents.....		5.12
22	Chehalem Gap.....		5.1
26	Newberg.....		5.1
29	Dundee.....		5
32	West Dayton.....		5
34	Lafayette.....		5
37	Smith's Siding.....		5
38	McMinnville Crossing.....		5
41	Armstrongs.....		5
43	Whites.....		5
47	Bridewell.....		5
48	Harrison.....		5
49	Broadmead.....		5
50	Sheridan Junction.....		5
53	Ballston.....		5.6
57	Sheridan.....		5.6
52	Perrydale.....		5
57	Smithfield.....		5
60	Polk.....		5
63	Dallas.....		5
67	Cochran.....		5
70	Monmouth.....		5
76	Simpsons.....		5.6
79	Airle.....		5.6

For rates to intermediate points, take 10 per cent less than class C.

*Complaints, Decisions, and Investigations for 1891.*

## EXHIBIT B.

Southern Pacific Railroad Company (Pacific system), lines in Oregon, Narrow Gauge West-side Division and Portland & Willamette Valley Railroad, special tariff on green fruit, vegetables, lumber, lath, shingles, and live stock.

Distance.	To Portland from—	In cents per 100 lbs.				In dollars per car.	
		Green fruit, carloads.	Green fruit, less than carloads.	Vegetables.	Lumber, lath, and shingles, carloads.	Horses or mules.	Cattle, hogs, or sheep.
3	Fulton.....	8	8	5	3	\$ 8 00	\$ 8 00
7	Oswego.....	8	8	6	3	11 00	10 00
13	Tualatin.....	8	9	7	3	12 00	11 00
19	Middleton.....	9	10	8	3	14 00	12 00
21	Vincent.....	9	11	8	3	16 00	14 00
22	Chehalem Gap.....	9	11	8	3 1/2	16 00	14 00
26	Newberg.....	9	12	8	3 1/2	18 00	16 00
29	Dundee.....	10	13	9	4	19 00	17 00
32	West Dayton.....	10	13	9	4 1/2	19 00	17 00
34	Lafayette.....	10	14	9	5	20 00	18 00
37	Smith's Siding.....	10	14	9	5	22 00	20 00
38	McMinnville Crossing.....	10	14	9	5	22 00	20 00
41	Armstrongs.....	10	14	10	6	24 00	21 00
43	Whites.....	11	15	10	6	24 00	21 00
47	Bridewell.....	12	15	10	6	25 00	21 00
48	Harrison.....	12	15	10	7	25 00	21 00
49	Broadmead.....	12	15	10	7	25 00	21 00
50	Sheridan Junction.....	12	15	10	7	27 00	22 00
53	Ballston.....	12	16	11	7	27 00	22 00
57	Sheridan.....	12	16	11	7	30 00	24 00
52	Perrydale.....	12	15	11	7	27 00	22 00
57	Smithfield.....	12	16	11	7	30 00	24 00
60	Polk.....	12	16	11	7	30 00	24 00
63	Dallas.....	12	16	12	7	33 00	26 00
67	Cochran.....	13	17	12	7	33 00	26 00
70	Monmouth.....	13	17	12	7 1/2	34 00	27 00
76	Simpsons.....	14	18	13	7 1/2	34 00	27 00
79	Airlie.....	15	18	13	7 1/2	36 00	28 00

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station showing nearest mileage to the distance required.

*Complaints, Decisions, and Investigations for 1891.*

**EXHIBIT C.**

**Southern Pacific Railroad Company (Pacific System), Woodburn-Springfield Branch    Special  
tariff on grain, flour, feed, and millstuff.**

<i>Distances.</i>	<i>To East Portland or Oregon City from —</i>		<i>(Grain, flour, feed, mill- stuff, in car loads, in cents per 100 lbs.,</i>
38	Townsend	-----	9
39	McKee	-----	9
40	Barrons	-----	9
41	Mt. Angel	-----	9
43	Downs	-----	9
46	Silverton	-----	9
49	Johnsons	-----	9
50	Switzerland	-----	9
52	East Side Junction	-----	9
56	Macleay	-----	9
58	Shaws	-----	9
64	Aumsville	-----	9
65	West Stayton	-----	9
67	North Santiam	-----	9
68	Oregon Pacific Crossing	-----	9.9
69	Selo Junction	-----	9.9
70	West Selo	-----	9.9
73	Thomas Fork	-----	9.9
76	Crabtree	-----	9.9
81	Spicer	-----	9.9
83	Lebanon Junction	-----	9.9
85	Lawson	-----	9.9
89	Plainville	-----	10.8
92	Linn	-----	10.8
95	Brownsville	-----	10.8
100	Twin Buttes	-----	10.8
101	Rowlands	-----	12.4
107	Priceboro	-----	12.4
111	Wilkins	-----	12.4
115	Coburg	-----	12.4
123	Springfield	-----	13.5

For rates to intermediate points, take 10 per cent less than class C.

*Complaints, Decisions, and Investigations for 1891.*

## EXHIBIT D.

Southern Pacific Railroad Company (Pacific System), Woodburn-Springfield Branch. Special tariff on green fruit, vegetables, wood, lumber, lath, shingles, and live stock.

Distance.	To Portland and East Portland from—	In cents per 100 lbs.						In dollars per car.	
		Green fruit, carloads.	Green fruit, less than carloads.	Vegetables.	Wood, soft, carloads.	Wood, hard, carloads.	Lumber, lath, and shingles, carloads.	Horses or mules.	Cattle, hogs, or sheep.
48	Townsend.....	10	14	9	3	3½	5	\$ 22 00	\$ 20 00
39	McKee.....	10	14	9	3	3½	5	22 00	20 00
40	Barrous.....	10	14	9	3	3½	6	24 00	21 00
41	Mt. Angel.....	11	15	10	3	3½	6	24 00	21 00
43	Downs.....	11	15	10	3	3½	6	24 00	21 00
46	Silverton.....	12	15	10	3½	4	6	25 00	21 00
49	Johnsons.....	12	15	10	3½	4	7	25 00	21 00
50	Switzerland.....	12	15	10	3½	4	7	27 00	22 00
52	East Side Junction.....	12	15	10	3½	4	7	27 00	22 00
56	Macleay.....	12	15	11	3½	4	7	30 00	24 00
58	Shaws.....	12	16	11	4	4½	7	30 00	24 00
64	Aumsville.....	12	16	12	4	4½	7	30 00	24 00
65	West Stayton.....	12	16	12	4½	5	7	33 00	26 00
67	North Santiam.....	12	16	12	4½	5	7	33 00	26 00
68	Oregon Pacific Crossing.....	12	16	12	5	5½	7	33 00	26 00
69	Scio Junction.....	13	17	12	5	5½	7	33 00	26 00
70	West Scio.....	13	17	12	5	5½	7	34 00	27 00
73	Thomas Fork.....	13	17	13	5	5½	7½	34 00	27 00
76	Crabtree.....	14	18	13	5	6	7½	34 00	27 00
81	Spicer.....	14	18	13	5	6	7½	37 00	29 00
83	Lebanon Junction.....	15	19	14	5½	6	7½	37 00	29 00
85	Lawson.....	15	19	14	5½	6	7½	37 00	29 00
89	Plainville.....	16	19	14	6	6½	8	38 00	30 00
92	Linn.....	16	20	14	6	6½	8	40 00	31 00
95	Brownsville.....	17	20	15	6½	7	8	40 00	31 00
100	Twin Buttes.....	18	21	15	6½	7	8	42 00	33 00
104	Rowlands.....	18	21	16	6½	7	8	42 00	33 00
107	Priceboro.....	18	22	16	7	7½	8½	43 00	34 00
111	Wilkins.....	18	24	17	7	7½	8½	44 00	35 00
115	Coburg.....	19	26	17	7½	8	8½	45 00	36 00
123	Springfield.....	20	27	18	7½	8	9	46 00	37 00

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station showing nearest mileage to the distance required.



*Complaints, Decisions, and Investigations for 1891.***EXHIBIT E.**

Southern Pacific Railroad Company (Pacific System), West-side Division, special tariff on grain, flour, feed, and millstuff.

Distance.	To Portland from —		Grain, flour, feed, millstuff, etc., in carloads, per 100 lbs.
11	Beaverton.....		2
16	Reedville.....		2
19	Newton.....		2
21	Hillsboro.....		2
24	Cornelius.....		2
26	Forest Grove.....		2
28	Dilleys.....		2
32	Gaston.....		2
34	Wapato.....		2
39	North Yamhill.....		2
43	Carlton.....		2
47	St. Joseph.....		2
50	McMinnville.....		2
54	Whites.....		2
57	Amity.....		2
62	McCoy.....		2
67	Crawleys.....		2
70	Derry.....		2
76	Independence.....		2
81	Parkers.....		2
83	Suvers.....		2
86	Wellsdale.....		2
88	Callaway.....		2
91	Lewisberg.....		2
97	Corvallis.....		2

For rates to intermediate points, take 10 per cent less than class C.

*Complaints, Decisions, and Investigations for 1891.*

## EXHIBIT F.

Southern Pacific Railroad Company (Pacific System), West-side Division. Special tariff on green fruit, vegetables, lumber, lath, shingles, and live stock.

Distance.	To Portland from—	In cents per 100 lbs.				In dollars per car.	
		Green fruit, carloads.	Green fruit, less than carloads.	Vegetables.	Lumber, lath, and shingles, carloads.	Horses or mules.	Cattle, hogs or sheep.
11	Beaverton.....	8	10	7	3	\$ 11 00	\$10 00
16	Reedville.....	8	10	8	3	12 00	11 00
19	Newton.....	9	11	8	3	14 00	12 00
21	Hillsboro.....	9	11	8	3½	16 00	14 00
24	Cornelius.....	9	12	8	3½	16 00	14 00
26	Forest Grove.....	9	12	8	4	18 00	16 00
28	Dilleys.....	9	12	9	4	18 00	16 00
32	Gaston.....	10	13	9	4½	19 00	17 00
34	Wapato.....	10	14	9	5	20 00	18 00
39	North Yambill.....	10	14	10	5	22 00	20 00
47	Carlton.....	11	15	10	6	24 00	21 00
43	St. Joseph.....	12	15	10	6	25 00	21 00
50	McMinnville.....	12	15	10	7	25 00	21 00
54	Whites.....	12	15	11	7	27 00	22 00
57	Amity.....	12	16	11	7	30 00	24 00
62	McCoy.....	12	16	12	7	30 00	24 00
67	Crawleys.....	12	16	12	7	33 00	26 00
70	Derry.....	13	17	12	7	34 00	27 00
76	Independence.....	14	18	13	7½	34 00	27 00
81	Parkers.....	15	19	13	7½	37 00	29 00
83	Suvers.....	15	19	14	7½	37 00	29 00
86	Wellsdale.....	15	19	14	7½	38 00	35 00
89	Callaway.....	16	19	14	8	39 00	30 00
91	Lewisberg.....	16	20	14	8	40 00	31 00
97	Corvallis.....	17	20	15	8	41 00	32 00

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column, take the rate to the station showing nearest mileage to the distance required.

*Complaints, Decisions, and Investigations for 1891.*

## EXHIBIT G.

Southern Pacific Railroad Company (Pacific System), East-side Division. Special tariff on grain, flour, feed, and millstuff.

Distance.	To East Portland or Oregon City from—	Grain, flour, feed, millstuff, in carloads, in cents per 100 lbs.
5	Car Shops.....	4
5	Willaburg.....	4
6	Milwaukie.....	4
10	Clackamas.....	5.4
15	Oregon City.....	5.4
20	New Era.....	6.2
24	Canby.....	7.0
25	Barlow.....	7.2
27	Aurora.....	8.1
32	Hubbard.....	8.1
35	Woodburn.....	8.1
38	Gervais.....	8.1
43	Brooks.....	8.1
47	Chemawa.....	8.1
52	Salem.....	8.1
60	Turner.....	9
66	Marion.....	9
71	Jefferson.....	9
75	Millersburg.....	9
79	Albany.....	9
82	Froman.....	9
85	Fry.....	9.9
86	Goltra.....	9.9
87	Cranor.....	9.9
88	Lebanon Junction.....	9.9
89	Irvineville.....	9.9
92	Lebanon.....	9.9
96	Tangent.....	9
97	Shedd.....	9.9
97	Halsey.....	9.9
102	Muddy.....	10.8
105	Harriburg.....	11.7
110	Junction City.....	12.6
115	Lupers.....	12.6
117	Irving.....	12.6
123	Eugene.....	15.3
126	Henderson.....	15.3
129	Goshen.....	16.2
135	Creswell.....	16.2
139	Walkers.....	17.1
143	Cottage Grove.....	17.1
145	Latham.....	18
152	Comstock.....	18.9
161	Drains.....	19.8
166	Yoncalla.....	21.6
181	Oakland.....	22.5
188	Wilbur.....	22.5
197	Roseburg.....	23.4
202	Greens.....	23.4
208	Dillard.....	23.4
212	Round Prairie.....	23.4
215	Ruckles.....	24.3
220	Myrtle Creek.....	24.3
226	Riddles.....	25.2
239	Nickols.....	25.2

*Complaints, Decisions, and Investigations for 1891.*EXHIBIT G—*Concluded.*

Distance.	<i>To East Portland or Oregon City from—</i>	<i>Grain, flour, feed, millstut, in car, loads in cents per 100 lbs.</i>	
249	West Fork	25	2
252	Glendale	25	2
258	Wolf Creek	25	2
276	Leland	25	2
287	Merlin	25	2
296	Grants Pass	25	2
305	Woodville	25	2
313	Gold Hill	25	2
320	Tolo	25	2
324	Central Point	25	2
328	Medford	25	2
333	Phoenix	25	2
335	Talent	25	2
341	Ashland	25	2

For rates to intermediate points, take 10 per cent less than class C.

## EXHIBIT H.

Southern Pacific Railroad Company (Pacific System), East-side Division. Special tariff on green fruit, vegetables, wood, lumber, lath, shingles, and live stock.

Distance.	<i>To Portland and East Portland from—</i>	<i>In cents per 100 lbs.</i>						<i>In dollars per car.</i>	
		<i>Green fruit, carloads</i>	<i>Green fruit, less than carloads.</i>	<i>Vegetables.</i>	<i>Wood, soft, carloads.</i>	<i>Wood, hard, carloads.</i>	<i>Lumber, lath, and shingles, carloads.</i>	<i>Horses or mules.</i>	<i>Cattle, hogs, or sheep.</i>
3	Car Shops	8	8	5	3	3 1/2	3	\$ 8 00	\$ 8 00
5	Willsburg	8	8	6	3	3 3/4	3	10 00	8 00
6	Milwaukie	8	8	6	3	3 3/4	3	11 00	10 00
10	Clackamas	8	10	6	3	3 3/4	3	11 00	10 00
15	Oregon City	8	10	7	3	3 3/4	3	12 00	11 00
20	New Era	9	11	8	3	3 3/4	3	14 00	12 00
21	Canby	9	12	8	3	3 3/4	3 3/4	16 00	14 00
25	Barlow	9	12	8	3	3 3/4	3 3/4	16 00	14 00
27	Aurora	9	12	8	3	3 3/4	4	18 00	16 00
32	Hubbard	10	13	9	3	3 3/4	4 1/4	19 00	17 00
35	Woodburn	10	14	9	3	3 3/4	5 1/4	20 00	18 00
38	Gervais	10	14	9	3	3 3/4	5	22 00	20 00
43	Brooks	11	15	10	3	3 3/4	6	24 00	21 00
47	Chemawa	12	15	10	3 3/4	4	6	25 00	21 00
52	Salem	12	15	10	3 3/4	4	7	27 00	22 00
60	Turner	12	16	11	4	4 1/2	7	30 00	24 00
66	Marion	12	16	12	4 1/2	5	7	33 00	26 00
71	Jefferson	13	17	12	5	5 1/2	7 1/2	34 00	27 00
75	Millersburg	14	18	13	5	5 3/4	7 3/4	34 00	27 00
79	Albany	15	18	13	5	6	7 3/4	36 00	28 00

## Complaints, Decisions, and Investigations for 1891.

## EXHIBIT H—Concluded.

Distance.	To Portland and East Portland from—	In cents per 100 lbs.						In dollars per car.	
		Green fruit, carloads.	Green fruit, less than carloads.	Vegetables.	Wood, soft, carloads.	Wood, hard, carloads.	Lumber, lath, and shingles, carloads.	Horses or mules.	Cattle, hogs, or sheep.
82	Froman	15	19	13	5	6	7 1/2	\$7 00	\$2 00
83	Fry	15	19	14	5 1/2	6	7 1/2	37 00	29 00
86	Goltra	15	19	14	5 1/2	6	7 1/2	38 00	30 00
87	Cranor	16	19	14	6	6 1/2	8	39 00	30 00
88	Lebanon Junction	16	19	14	6	6 1/2	8	39 00	30 00
89	Irvineville	16	19	14	6	6 1/2	8	39 00	30 00
92	Lebanon	16	20	14	6	6 1/2	8	40 00	31 00
88	Tangent	15	19	14	5 1/2	6	7 1/2	38 00	30 00
91	Shedd	16	19	14	6	6 1/2	8	40 00	31 00
97	Halsey	17	20	15	6 1/2	7	8	41 00	32 00
102	Muddy	18	21	15	6 1/2	7	8	42 00	33 00
105	Harrisburg	18	22	16	6 1/2	7	8	42 00	33 00
110	Junction City	18	24	16	7	7 1/2	8 1/2	43 00	34 00
115	Lupers	19	26	17	7	7 1/2	8 1/2	44 00	35 00
117	Irvine	19	26	17	7	7 1/2	8 1/2	45 00	36 00
124	Eugene	20	27	18	8	8 1/2	9	46 00	37 00
126	Springfield	20	27	18	8 1/2	9	9 1/2	47 00	38 00
129	Goshen	21	28	18	8	8 1/2	10	48 00	39 00
135	Creswell	21	29	19	8	8 1/2	10 1/2	49 00	40 00
139	Walkers	22	29	19	8 1/2	9	11	50 00	41 00
143	Cottage Grove	22	30	20	8 1/2	9	11	50 00	41 00
145	Latham	22	30	20	8 1/2	9	11	50 00	41 00
152	Comstock	23	31	21	9	9 1/2	11	52 00	43 00
161	Drains	24	33	21	9 1/2	10	12	54 00	45 00
166	Yoncalla	25	33	22	10	10 1/2	13	55 00	46 00
181	Oakland	26	36	22	10 1/2	11	13	58 00	49 00
188	Wilbur	26	36	22	11	11 1/2	14	59 00	50 00
197	Roseburg	26	36	22	11 1/2	12	14	61 00	52 00
202	Greens	26	36	22	11 1/2	12	14	62 00	53 00
208	Dillard	26	36	22	11 1/2	12	14	63 00	54 00
212	Round Prairie	26	36	22	12	12 1/2	15	64 00	55 00
215	Ruckles	26	36	22	12	12 1/2	15	64 00	55 00
220	Myrtle Creek	26	36	22	12 1/2	13	16	65 00	56 00
226	Riddle	26	36	22	13	13 1/2	16	67 00	58 00
239	Nickols	26	36	22	13 1/2	14	16	69 00	60 00
249	West Fork	26	36	22	14	14 1/2	17	71 00	62 00
262	Glendale	26	36	22	14 1/2	15	17	74 00	65 00
268	Wolf Creek	26	36	22	15	15 1/2	17	75 00	65 00
276	Leland	26	36	22	15 1/2	16	17	75 00	65 00
287	Merlin	26	36	22	16	16 1/2	18	75 00	65 00
296	Grant's Pass	26	36	22	16 1/2	17	18	75 00	65 00
305	Woodville	26	36	22	16 1/2	17	19	75 00	65 00
313	Gold Hill	26	36	22	17	17 1/2	20	75 00	65 00
320	Tolo	26	36	22	17 1/2	18	20	75 00	65 00
324	Central Point	26	36	22	17 1/2	18	21	75 00	65 00
328	Medford	26	36	22	18	18 1/2	21	75 00	65 00
333	Phoenix	26	36	22	18	18 1/2	21	75 00	65 00
335	Talent	26	36	22	18 1/2	19	22	75 00	65 00
341	Ashland	26	36	22	18 1/2	19	22	75 00	65 00

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station showing nearest mileage to the distance required.

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*Complaints, Decisions, and Investigations for 1891.*

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## EXHIBIT I.

The following exceptions to this classification are proposed by the Railroad Commissioners: Lumber and manufactures of blinds, doors, sash (unglazed), balustrade work, blocks (base, center, corner and head), blind frames, carpenters' mouldings, casings, closet and pantry fittings (wood), columns, corner beads, cornice brackets, frames (door, window and screen), gable ornaments, hand rails, paneling, pilasters, porch work, scroll work, stair work, K. D. (newels, risers, treads, railings, balusters and post ornaments), window stools and aprons and finishing lumber in mixed or straight car loads, O. R., lumber rates.

The amendment to defendant's tariff herein would aggregate an annual reduction in its revenues of about \$38,000, which, considering the fact of probable increase of business by reason of reduced rates, would seem to be altogether reasonable. Nor can it be said that this finding and reduction were ill advised or made hastily without proper consideration of the elements necessary to be considered. The Board spent weeks in figuring out the effect which the proposed amendment would have on the business of the defendant, and were aided by every light which they could command; and if the evidence on which they based their action was deceptive, the defendant is alone to blame, as the material facts bearing on this controversy were furnished by the defendant.

The proposed rates were never put into force on the lines of the defendant; and by a resolution of the Board, Mr. G. G. Bingham, district attorney for the third judicial district, was authorized and requested to commence a suit in equity to enforce the order of the Board, which was duly complied with.

The circuit court for Marion county, after issues were joined, appointed Hon. W. H. Holmes referee to take the testimony and report the facts and law, which was done by the filing of his report at the June, 1892, term of said court. The honorable referee, assisted by counsel, took the testimony of numerous witnesses both in this State and in San Francisco; and after hearing the same and the arguments of counsel, found every fact in favor of the Commission except as to exhibit I, which he found to be an unreasonable ruling; also that the Southern Pacific Company was not the owner of the Portland and Willamette Valley Railroad Company's lines, and that the same should be left out of the proposed revision. The circuit court, Hon. R. P. Boise presiding, confirmed the report of the referee in all things.

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*Complaints, Decisions, and Investigations for 1891.*

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The defendant has appealed the case to the supreme court of Oregon, assigning as error numerous matters of law passed upon adversely to its contention in the lower court, and also that the facts do not support the findings made. At the present writing of this report, no action has been had in the supreme court other than the filing of the transcript.

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STATE OF OREGON *v.* THE UNION PACIFIC COMPANY.

In the matter of the revision of freight rates on the lines of defendant in Oregon.

This case was of the same nature, and treated very much the same as in the matter of revision of rates of the Southern Pacific Company. The Board had access to all of the annual reports of the defendant and its lessor since 1885, which were duly considered in the revision. Ample time and opportunity was given the defendant to appear before the Board while the revision was in hand, as will appear by the correspondence to follow. On August 20, 1891, the Board made and published the following finding of fact:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 20, 1891. }

In the matter of freight rates and charges on the Union Pacific System, lines in the State of Oregon.

The above matter coming on to be heard, the Board of Railroad Commissioners of the State of Oregon, in special session, after being fully advised of the said subject, and having heard the statements and arguments of Mr. Zera Snow, counsel for the said system, and having consulted and advised with Mr. B. Campbell, assistant general traffic manager of said system, make and publish the following finding of fact:

First — That the freight rates and schedules in use on said system in the State of Oregon are unreasonable, and more than a just and fair compensation for the services rendered in the matter of rates and charges on horses, mules, cattle, hogs, and sheep, grain, flour, feed, millstuffs, and flaxseed in carload lots; that the classification in use on said road on sash, doors, blinds, balustrades, railings, finishing lumber and material, brackets, mantle ornaments, door and window frames, and steps, is unreasonable and unjust to the manufactures and shippers of Oregon, and more than a reasonable compensation for the services rendered.

*Complaints, Decisions, and Investigations for 1891.*

Second—That the modified freight rates and schedules covering the commodities mentioned for use on said lines in Oregon as proposed by this Board and hereto annexed and marked exhibit A, are reasonable rates, and will yield a fair and reasonable compensation for the services rendered in transporting the same over said lines.

Third—That the exceptions to the classification for use by said system in Oregon, as proposed by this Board, and hereto annexed and marked exhibit B, is a just and reasonable ruling and exception to the said classification, and will yield a fair and reasonable remuneration for the services rendered in transporting the articles affected by said rule.

C. W. COLVIG,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

**EXHIBIT A.**

Union Pacific Railway (Pacific Division). Special tariff on grain, flour, feed, millstuffs, flaxseed, and live stock.

Distance.	Between Portland, Albina, or East Portland and—	Grain, flour, feed millstuffs, flaxseed, in carloads, in cents per 100 lbs.	In dollars per car.	
			Horses or mules.	Cattle, hogs or sheep.
10	Clarine.....	7	\$ 10 00	\$ 8 00
15	Fairview.....	8	13 20	12 00
18	Troutdale.....	8	14 85	13 50
25	Rooster Rock.....	8 1/2	16 50	15 00
28	Bridal Veil.....	8 1/2	18 70	17 00
33	Oneonta.....	9	18 70	17 00
37	Dobsons.....	9	18 70	17 00
38	Warrendale.....	9	18 70	17 00
41	Bonneville.....	9 1/2	23 10	21 00
45	Cascade Locks.....	9 1/2	23 10	21 00
52	Wyett.....	10	23 10	21 00
54	Viento.....	10	26 40	21 00
63	Hains' Spur.....	10 1/2	26 45	24 50
66	Hood River.....	10 1/2	26 45	24 50
72	Mosier.....	11	32 75	29 75
88	The Dalles.....	11 1/2	32 75	29 75
92	The Dalles Fishery.....	12	34 10	31 00
96	Summit.....	12	34 10	31 00
100	Cello.....	12 1/2	35 20	32 00
104	Des Chutes.....	12 1/2	35 20	32 00
108	Biggs.....	12 1/2	35 20	32 00
111	Grants.....	13	36 30	33 00
114	Wallace.....	13	37 40	34 00
118	John Day.....	13	38 50	35 00
123	Squally Hook.....	14	39 60	36 00
127	Quinns.....	14	40 70	37 00
134	Bialocks.....	15	41 80	38 00
142	Arlington.....	16	41 80	38 00
151	Willows.....	17	46 70	42 50
152	Willows Junction.....	17	46 70	42 50



*Complaints, Decisions, and Investigations for 1891.*

## EXHIBIT A—Concluded.

Distances.	Between Portland, Albina, or East Portland and—	Grain, flour, feed, mill-stuff, harvested, in carloads, in cents per 100 lbs.	In dollars per car.	
			Horses or mules.	Cattle, hogs, or sheep.
167	Cecils.....	18	\$ 56 10	\$ 51 00
172	Douglas.....	18½	56 10	51 00
181	Ione.....	19	56 10	51 00
188	Lexington.....	20	56 10	51 00
197	Heppner.....	21	56 10	51 00
162	Castle Rock.....	18	56 10	51 00
170	Coyote.....	18½	56 10	51 00
180	Stokes.....	19	56 10	51 00
187	Umatilla Junction.....	20	56 10	51 00
198	Cold Springs.....	21	56 10	51 00
204	Juniper.....	22	56 10	51 00
193	Maxwell.....	21	56 10	51 00
202	Fosters.....	22	56 10	51 00
206	Echo.....	22½	56 10	51 00
212	Nolan.....	23	56 10	51 00
215	Yoakum.....	23	56 10	51 00
223	Barnhart.....	23	56 10	51 00
231	Pendleton.....	23	56 10	51 00
241	Eastland.....	23	56 15	51 50
244	Adams.....	23	56 15	51 50
248	Athena.....	23	56 15	51 50
252	Weston.....	23	57 20	52 00
254	Downing.....	23	57 20	52 00
258	Blue Mountain.....	23	57 25	52 50
267	Milton.....	23	58 30	53 00
242	Cayuse.....	23	56 15	51 50
252	Mikecha.....	23	57 20	52 00
263	North Fork.....	23	58 30	53 00
265	Snodgrass.....	24	58 30	53 00
270	Hartmans.....	24	60 75	55 25
273	Lake.....	24	60 75	55 25
280	Menacham.....	24½	60 75	55 25
286	Kamela.....	25	61 60	56 00
298	Hilgard.....	25	61 60	56 00
305	La Grande.....	25	66 00	60 00
307	Island City.....	25½	68 20	62 00
313	Alliceis.....	26	68 20	62 00
326	Elgin.....	27	70 40	64 00
318	Union.....	26½	68 20	62 00
328	Telocaset.....	27½	70 40	64 00
337	North Powder.....	27½	72 60	66 00
347	Haines.....	27½	74 80	68 00
357	Baker City.....	27½	77 00	70 00
363	Norton.....	27½	77 00	70 00
367	Eucina.....	27½	77 00	70 00
370	Pleasant Valley.....	27½	77 00	70 00
377	Unity.....	27½	77 00	70 00
384	Durkee.....	27½	77 00	70 00
392	Wetherbee.....	27½	77 00	70 00
404	Huntington.....	27½	77 00	70 00

For ascertaining the rate between any stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station from Portland showing the nearest mileage to the distance required.

*Complaints, Decisions, and Investigations for 1891.*

## EXHIBIT B.

## EXCEPTIONS TO CLASSIFICATION — LUMBER.

Common lumber rates will apply upon the following articles in straight or mixed carloads, or when loaded in the same car with soft lumber, lath, or shingles, viz: Sash and windows, unglazed doors, blinds, common mouldings, screen doors and windows, door, window and screen frames, wired combined lath and sheathing, bed slats, sawdust, permanent or portable house lumber, whether loose or in shape for permanent or portable houses, cornice, brackets, balusters, hand rails and stair work, mantels, counters and ornaments, sash, and door steps and frames. To apply on all lines covered by the Union Pacific system in Oregon.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 1, 1891.

*Mr. E. McNeil, Gen'l Supt. U. P. R. R. Co., Portland, Oregon —*

DEAR SIR: The Board of Railroad Commissioners of the State of Oregon have made and adopted as reasonable rates and rules on your lines in this State the rates and rules hereto annexed and marked exhibits A and B, and have passed a resolution instructing you to put the same in force on or before September 1, 1891. You will therefore cancel all rates and rules for the transportation of property over your lines in Oregon which make the rates any higher than those proposed and prescribed by the said schedules and rules A and B, and cause such orders to issue to the officers and employes of said corporation as shall cause the rates therein named to take effect and be in force at a day not later than September 1, 1891.

Attest: F. J. MILLER, Clerk.

G. W. COLVIG,  
ROBERT CLOW,  
Commissioners.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 2, 1891.

*Mr. E. McNeill, General Manager Union Pacific, Portland, Oregon —*

DEAR SIR: Under the provisions of an act passed at the sixteenth biennial session of the Legislative Assembly of the State of Oregon, which was filed in the office of the Secretary of State February 20, 1891, every person or corporation owning or operating any railroad in the State of Oregon is required to furnish the Board of Railroad Commissioners with a complete schedule of charges for transportation of persons and property in use on such road within ninety days from the passage of said act. You will therefore please file with said Board, on or before May 20, 1891, such schedules, in duplicate, as are in force on your lines in Oregon.

Attest: F. J. MILLER, Clerk.

G. W. COLVIG,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

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*Complaints, Decisions, and Investigations for 1891.*


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UNION PACIFIC RAILROAD COMPANY, }  
 GENERAL MANAGER'S OFFICE,  
 PORTLAND, OREGON, March 12, 1891. }

*F. J. Miller, Clerk of Railroad Commission, Salem, Oregon —*

DEAR SIR: Your communication of March 2d, requesting complete schedules of transportation charges on our lines in Oregon, is at hand. This matter will have our attention.

Yours truly,

E. McNEIL,  
 General Superintendent.

OFFICE OF THE RAILROAD COMMISSION, }  
 SALEM, OREGON, August 10, 1891. }

*Mr. E. McNeil, Gen'l Supt. U. P. R. R. Co., Portland, Oregon —*

DEAR SIR: Your communication of the 3d inst., requesting an extension of time until the 18th current, in which to offer suggestions on the subject of tariff reduction on your road, has been received, and by order of the Board your request is granted. I have already informed you of the decision of the Board by wire. Please meet the Board at its office in Salem, at 2 o'clock P. M., Tuesday, August 18, 1891.

Yours truly,

F. J. MILLER,  
 Clerk of the Board.

UNION PACIFIC RAILWAY COMPANY, }  
 OFFICE OF THE ATTORNEY,  
 PORTLAND, OREGON, August 19, 1891. }

*Honorable Board of Railroad Commissioners —*

GENTLEMEN: On the 31st day of July, 1891, your honorable body, in a letter of that date submitted to Mr. E. McNeill, general superintendent of the lines of the Oregon Short Line & Utah Northern Railway Company in Oregon and Washington, proposed a tariff of rates on freight in the State of Oregon. This tariff is a very large reduction upon the rates at present in force and upon the rates authorized by the so-called Holt law. Inasmuch as the Oregon Short Line & Utah Northern Railway Company has alone in its possession data relating to the earnings and cost of operation of its road, and has had no opportunity as yet of submitting to your honorable body information in regard to such earnings and expenses, it is believed that the reduction is proposed to be made without knowledge as to the exact fact necessary under the statute to be ascertained before the reduction of rates should be made. It is also believed that if your honorable body were in possession of all the facts relating to the expenses and earnings of this company upon the line of road operated by it in the State of Oregon, that no such reduction as that proposed would be made or proposed to be made.

On behalf of the Oregon Short Line & Utah Northern Railway Company, the lessee of the lines of the Oregon Railway & Navigation Company, of the Oregon Extension Company, the owner of the line of railway from LaGrande to Elgin in the State of Oregon, we respectfully protest against the taking effect of the proposed reduction until after your honorable body have made an examination of the accounts of the company, showing the earnings derived from the operation of such railroad lines, and the expenses incurred in such opera-

*Complaints, Decisions, and Investigations for 1891.*

tion, and its volume of business, and the reasonable value of the road. We respectfully pray that before any further action by your honorable body that the said Oregon Short Line & Utah Northern Railway Company be allowed a hearing by your honorable body, and that said company have an opportunity to be present at such hearing, and be permitted to submit to your honorable body the data which it has in its possession concerning the earnings derived from the operation of the lines above mentioned, and the expenses incurred in such operation, and be allowed to submit showing the original cost and present value of the said railroad lines.

The Oregon Short Line & Utah Northern Railroad Company is the lessee of the lines of the Oregon Railway & Navigation Company, the Oregon Railway Extension Company, and of the Washington & Idaho Railroad Company in the States of Oregon and Washington. Under the leases from these companies, the Oregon Short Line & Utah Northern Railway Company has agreed to pay a fixed rental of about five and one half per cent upon the cost of these roads. Owing to the fact that the Oregon Short Line & Utah Northern Railway Company pays a fixed rental for the use of such roads not dependant upon the earnings thereof, the accounts of the operation of such companies are not kept separately, but are consolidated in the reports of the Oregon Short Line & Utah Northern Railway Company under the head of "Oregon Railway & Navigation Company and auxiliary lines." As you are aware, these lines are in the two States of Oregon and Washington. The main line of the Oregon Railway & Navigation Company extends entirely through the State of Oregon, and the remainder of the lines in Oregon and Washington are properly branches of this main stem, and act as feeders to the main line, and from which it indirectly derives a large amount of revenue. In order to give to the Commission data concerning the operation of the lines upon which the proposed reduction of rates would take effect, it is necessary to segregate the accounts of the operation of the company as they are now kept. In order to segregate these accounts for a series of years, to the end that the Commission may have information as to the average earnings of the road over which the proposed reduction will take effect, would, as can well be seen, involve a large amount of labor. In order that the Commission may have this information, I am authorized to state that the company is willing to assume the burden of preparing and submitting such data to the Commission. It is impossible to do this work within a period of less than fifty days from the time when the Commission signifies its desire to have these accounts prepared.

On behalf of the Oregon Short Line & Utah Northern Railway Company, we respectfully request the Commission that if any hearing be ordered in regard to the propriety of the proposed reduction of rates, that such hearing be fixed at a time not less than fifty days from the time that such notice of hearing may be given to the said Oregon Short Line & Utah Northern Railway Company, and that at such hearing the said company be allowed to submit to the Commission data concerning the cost of the roads operated by it, the earnings derived from such operation, and the expenses incurred therein.

We desire to state that we are informed and believe that the fixed rental paid by the Oregon Short Line & Utah Northern Railway Company for the use of the property of the Oregon Railway & Navigation Company and of its auxiliary lines is based upon the value of such property determined after careful examination of its cost by experts connected with the Union Pacific system; that such fixed rental does not exceed five and three-quarters per cent per annum upon such value. We can further add that the reports showing the result of the operation of the lines of the Oregon Railway & Navigation Company and auxiliary lines, as such reports appear in the reports of the directors of the Union Pacific Railway Company to the stockholders of said company for the year 1888 and 1890, show that in the year 1888 the total net income, not

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including the cost of new construction or of betterments, was \$349,118.18 less than the fixed rental agreed to be paid and paid by the Oregon Short Line & Utah Northern Railway Company for the use of the lines of the Oregon Railway & Navigation Company and the auxiliary lines; that in the year 1889 such deficit was \$736,205.82; that in the year 1890 such deficit was \$1,789,190.48. In each of these years the fixed rental for the use of the lines of the Oregon Railway & Navigation Company and of the auxiliary lines was about \$2,500,000.

It will be noted, therefore, on this statement, that in the year 1890 the lines operated by the Oregon Short Line & Utah Northern Railway Company, upon which the proposed reduction was to take effect, did not earn two per cent upon the cost thereof. In none of these years was the cost of new construction paid out of the earnings of the property leased, and in each of the years the cost of betterments and new equipment was paid by the issue of additional securities, and was not included in the deficit above stated. The printed reports of the operations of such leased lines for the years 1889 and 1890 are submitted herewith, and we respectfully call the Commission's attention to page 27 of the report of 1890, and to page 41 of the report of 1889, for the purpose of establishing the facts concerning the deficit which have already been stated. We are informed by the officers having in charge the operation of these leased lines that a large amount of the deficit for the years referred to arose in the operation of the particular portion of the leased lines upon which the proposed reduction of rates would take effect. We desire to call the attention of the Commission further to the geographical situation of the leased lines in Oregon and Washington, and of the relation the leased lines bear to the main line of the Oregon Short Line & Utah Northern Railway Company. It will be seen from examination that necessarily the earning capacity of the Oregon lines is largely increased by the business received from the Washington lines and from the main line of the Oregon Short Line & Utah Northern Railway Company. Notwithstanding such increase, as has already been seen, it has been impossible to earn fair interest upon the reasonable cost of the lines in Oregon.

If a hearing be ordered by the Commission, the facts above stated we think can be established beyond controversy; and at such time we shall be glad to submit statements showing the volume of business from the points covered by the proposed tariff of the Commission and the volume of business affected by the proposed reduction of rates. In view of the fact that the Commission has not at the present time access to data showing the facts which we have above stated, without which it is impossible for the Commission in revising the tariffs in force in Oregon to take into consideration the character of the service to be performed, the business of the road, its entire earnings so as to allow a fair and just return on the value of such road, its appurtenances and equipments, we respectfully protest against any order of the Commission putting into effect the proposed or any tariffs until such investigation herein be had.

We are respectfully yours,

W. W. COTTON,  
ZERA SNOW.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 20, 1891.

*Mr. E. McNeill, Gen. Supt. U. P. R. R. Co., Portland, Oregon—*

DEAR SIR: The Board, after having read and considered the protest and application made and filed by W. W. Cotton and Zera Snow, the attorneys for the Union Pacific System, in the matter of the proposed rates made and prepared by this Board, have overruled the application for an extension of time, and have made certain findings of fact, and have made and adopted a modified

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*Complaints, Decisions, and Investigations for 1891.*

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schedule of freight rates and charges for use on your lines in Oregon, and have made an exception to the classification in certain particulars which I am instructed to forward to you. Please find the same enclosed herewith.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

The defendant failed and refused to put the revised rates in force on its lines, and commenced a review proceeding in the circuit court for Marion county to review the action of the Board, alleging that the Commission acted without authority of law, and that its findings were not supported by the evidence; that the Board unless restrained would commence a suit in equity to enforce its order. Upon a return of the writ certifying what action was had in the matter, and what evidence was considered by the Board in making the final order, Judge BOISE sustained its action in all things, and dismissed the proceeding at cost of the company.

A suit was commenced in the circuit court to enforce the order of the Board, and to establish the reasonable character of the revised rates. After the issues were joined, Judge BOISE referred the matter to Hon. W. H. Holmes to take testimony and report the law and facts to the circuit court. The evidence of numerous witnesses was taken, both in this State and at Omaha, in the State of Nebraska. After the argument of counsel had been made, and before the referee had filed his report, the defendant consented to allow judgment to be entered against it for the reduction asked with slight modifications. The referee filed his report in accordance with the stipulations of counsel in the matter, which was afterwards, at the March term, 1892, of said court, confirmed in all things, and a decree entered up against the defendant and in favor of the Board. These rates, which the court ordered to be put in force in the month of March, 1892, cause a reduction of the defendant's annual revenues of \$44,000, taking the business of 1890 as a basis for the estimate.

The following table will show the revised tariff as established by the court's decree, also the former rates which were in use by the defendant:—

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TABLE.

Union Pacific Railway (Pacific Division). Special tariff on grain, flour, feed, millstuffs flaxseed and live stock.

<i>Distances from Portland.</i>	<i>Between Portland, Albina, or East Portland and—</i>	<i>Farmers' rates, carloads.</i>			<i>Commissioners' rate.</i>		
		<i>Grain, flour, feed, millstuffs, flaxseed, in cents per 100 lbs.</i>	<i>Horses and mules, in dollars per car.</i>	<i>Cattle, sheep, and hogs, in dollars per car.</i>	<i>Grain, flour, feed, millstuffs, flaxseed, in carloads, in cents per 100 lbs.</i>	<i>Horses or mules.</i>	<i>Cattle, hogs and sheep.</i>
10	Clarine.....	5	\$ 12	\$ 12	5	\$ 10 00	\$ 8 00
15	Fairview.....	7	14	14	7	13 20	12 00
18	Troutdale.....	8	16	16	8	14 85	13 50
25	Rooster Rock.....	9	18	18	8 1/2	16 50	15 00
28	Bridal Veil.....	10	20	20	8 3/4	18 70	17 00
33	Onconta.....	11	20	20	9	18 70	17 00
37	Dobsona.....	12	20	20	9 1/4	18 70	17 00
38	Warrendale.....	13	28	25	10 1/4	18 70	17 00
41	Bonneville.....	13	28	25	10 1/2	23 10	21 00
45	Cascade Locks.....	13	30	25	10 3/4	23 10	21 00
52	Wyett.....	13	30	25	10 3/4	23 10	21 00
54	Viento.....	14	36	28	11 1/4	26 40	24 00
63	Hains' Spur.....	15	37	30	12 1/4	26 45	24 50
66	Hood River.....	15	37	30	12 1/2	26 45	24 50
72	Mosier.....	15	37	35	12 3/4	32 75	29 75
84	The Dalles.....	17	37	35	13 1/4	32 75	29 75
92	The Dalles Fishery.....	17	37	35	14 1/4	31 10	31 00
96	Summit.....	17	45	40	14 3/4	34 10	31 00
100	Celilo.....	18	45	40	15 1/4	35 20	32 00
104	Des Chutes.....	18	45	40	15 1/2	35 20	32 00
108	Biggs.....	19	45	40	15 3/4	35 20	33 00
111	Grants.....	19	45	40	15 3/4	36 30	33 00
114	Wallace.....	19	55	45	16 1/4	37 40	34 00
118	John Day.....	20	55	45	17 1/4	38 50	35 00
123	Squally Hook.....	20	55	45	17 1/2	39 60	36 00
127	Quinn.....	20	55	45	17 3/4	40 70	37 00
134	Bialocks.....	21	55	45	18 1/4	41 80	38 00
142	Arlington.....	21	55	45	18 1/2	41 80	38 00
151	Willows.....	21	55	45	18 3/4	46 70	42 50
152	Willows Junction.....	21	60	50	18 3/4	46 70	42 50
167	Cecilia.....	23 1/2	75	60	21	56 10	51 00
172	Douglas.....	23 1/2	75	60	21	56 10	51 00
181	Ione.....	23 1/2	75	60	21	56 10	51 00
188	Lexington.....	23 1/2	75	60	21	56 10	51 00
197	Heppner.....	23 1/2	75	60	21	56 10	51 00
162	Castle Rock.....	21	60	50	18 1/2	56 10	51 00
170	Corote.....	21	60	50	18 3/4	56 10	51 00
180	Stokes.....	21	60	50	19	56 10	51 00
187	Umatilla Junction.....	22	60	50	20	56 10	51 00
194	Cold Springs.....	22	60	50	21	56 10	51 00
204	Juniper.....	22	60	50	22	56 10	51 00
193	Maxwell.....	23 1/2	75	60	21	56 10	51 00
202	Fosters.....	23 1/2	75	60	22	56 10	51 00
206	Echo.....	23 1/2	75	60	22 1/2	56 10	51 00
212	Nolan.....	23 1/2	70	60	23 1/2	56 10	51 00
215	Yakum.....	23 1/2	70	60	23	56 10	51 00
223	Barnhart.....	23 1/2	70	60	23	56 10	51 00
231	Pendleton.....	23 1/2	70	60	23	56 10	51 00
241	Eastland.....	23 1/2	70	60	23	56 15	51 50
244	Adams.....	23 1/2	70	60	23	56 15	51 50
248	Athens.....	23 1/2	70	60	23	56 15	51 50

*Complaints, Decisions, and Investigations for 1891.*TABLE—*Concluded.*

Union Pacific Railway (Pacific Division). Special tariff on grain, flour, feed, millstuffs flaxseed and live-stock.

<i>Distances from Portland.</i>	<i>Between Portland, Albina, or East Portland and—</i>	<i>Farmers' rates, carloads.</i>			<i>Commissioners' rate.</i>		
		<i>Grain, flour, feed, millstuffs, flaxseed, in cents per 100 lbs.</i>	<i>Horses and mules, in dollars per car.</i>	<i>Cattle, sheep, and hogs, in dollars per car.</i>	<i>Grain, flour, feed, millstuffs, flaxseed, in car loads, in cents per 100 lbs.</i>	<i>Horses or mules.</i>	<i>Cattle, hogs and sheep.</i>
252	Weston.....	23 1/2	70	60	23	57 20	52 00
254	Downing.....	23 1/2	70	60	23	57 20	52 00
256	Blue Mountain.....	23 1/2	70	60	23	57 25	52 50
267	Milton.....	23 1/2	70	60	23	56 30	53 00
242	Cayuse.....	23 1/2	80	60	23	56 15	51 50
252	Mikecha.....	23 1/2	80	60	23	57 25	52 00
263	North Fork.....	25	80	60	23	58 30	53 00
265	Snodgrass.....	25	80	65	24	58 30	53 00
270	Hartmans.....	26	80	65	24	60 75	55 25
273	Lake.....	26	80	65	24	60 75	55 25
280	Meacham.....	26 1/2	80	65	24 1/2	60 75	55 25
286	Kamela.....	27 1/2	80	65	25 1/2	61 60	56 00
294	Hilgard.....	27 1/2	80	65	25	61 60	56 00
305	La Grande.....	27 1/2	80	75	26	66 00	60 00
307	Island City.....	28 1/2	80	77	26 1/2	68 20	62 00
313	Alicels.....	30	80	80	30	68 20	62 00
326	Elgin.....	32 1/2	85	80	30 1/2	70 40	64 00
318	Union.....	28 1/2	80	75	27 1/2	68 20	62 00
328	Telocaset.....	30	80	80	27 1/2	70 40	64 00
337	North Powder.....	30	80	80	27 1/2	72 60	66 00
347	Haines.....	32 1/2	80	80	27 1/2	74 80	68 00
357	Baker City.....	32 1/2	80	80	27 1/2	77 00	70 00
363	Norton.....	32 1/2	80	80	27 1/2	77 00	70 00
367	Eucina.....	32 1/2	80	80	27 1/2	77 00	70 00
370	Pleasant Valley.....	32 1/2	80	80	27 1/2	77 00	70 00
377	Unity.....	32 1/2	80	80	27 1/2	77 00	70 00
384	Durkee.....	32 1/2	80	80	27 1/2	77 00	70 00
392	Wetherbee.....	32 1/2	80	80	27 1/2	77 00	70 00
404	Huntington.....	32 1/2	80	80	27 1/2	77 00	70 00

For ascertaining the rate between way stations, take the rate for a corresponding distance from Portland. Should the exact distance not be shown by the mileage column from Portland, take the rate to the station from Portland showing the nearest mileage to the distance required.

In the investigation of rates, the law made it the duty of the Commission to examine and approve, or amend every rate used in the transportation of persons and property in the State. The Board found that the Union Pacific Railway was collecting unlawful passenger rates to and from Portland from every other station on its lines in Oregon. In the construction of its passenger tariffs, under the mileage act of 1885, a false mileage was shown between Portland and East Portland of one and eight-tenths miles, which made an



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error in favor of the company and against the passenger of seven and two-tenths cents on all of its local tickets in and out of Portland. The Board ordered the mileage corrected, which order was complied with. The following correspondence was had on the subject:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, July 17, 1891.

*Mr. E. McNeill, Gen. Supt. U. P. R. R. Co., Portland, Oregon—*

DEAR SIR: On examination of your passenger tariffs, this Board finds that you are charging the regular rate of four cents per mile on mileage between Portland and Albina, reckoned at 1.4 miles, and from Albina to East Portland, 1.4 miles, making the distance from Portland to East Portland, 2.8 miles. This distance figures in every ticket out of and into Portland. The Board further finds that you do not run your passenger trains for traffic over that portion of your line between Portland and Albina, and are therefore only entitled to charge for the exact mileage from and to the Union depot at Portland. You will please file with the Board, within ten days from the date of this notice, a revised tariff covering the rates affected by this mileage, leaving out the excess now charged for mileage not operated.

By order of the Board.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

UNION PACIFIC SYSTEM, }  
OFFICE OF ASST. GEN. PASS. AGENT,  
PORTLAND, OREGON, July 21, 1891. }

*Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon—*

DEAR SIR: I have this day received your favor of the 17th, addressed to E. McNeill, in regard to our rail passenger tariffs, and have forwarded the same to E. L. Lomax, G. P. & T. A., Omaha, at which point all of our tariffs are now issued, and requested him to make the necessary corrections as requested by your Board.

Yours truly,

W. H. HURLBURT,  
A. G. P. A.

UNION PACIFIC SYSTEM, }  
OFFICE OF ASST. GEN. PASS. AGENT,  
PORTLAND, OREGON, Sept. 21, 1891. }

*Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon—*

DEAR SIR: I am to-day in receipt of letter from E. L. Lomax, G. P. & T. A., Omaha, to the effect that the recent changes which you desire made in our local tariffs, would go into effect on October 1st. In explanation of the length of time that it has taken to get out this tariff, it might be well to state that there was a strike among the printers in Omaha, and the work was necessarily delayed. The tariff, however, is now in the press, and will be ready to issue on the above date, all of which I trust will be satisfactory to your Board. Please acknowledge receipt.

Yours truly,

W. H. HURLBURT,  
A. G. P. A.

*Complaints, Decisions, and Investigations for 1891.*

UNION PACIFIC SYSTEM, }  
 OFFICE OF ASST. GEN. PASS. AGENT,  
 PORTLAND, OREGON, July 28, 1891. }

*Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon—*

DEAR SIR: I am just in receipt of telegram from general passenger and ticket agent at Omaha, stating that he will be unable to comply with your request and issue new tariffs for the State of Oregon within the ten days allowed by your Board.

You will recall my having written you a letter some few days since, stating that the matter had been referred to him, and that all rates were compiled at the Omaha office. This is to advise you that the matter is being attended to, and we will get the tariffs out just as early as possible; all of which I trust will be entirely satisfactory to your Board.

Yours truly,

W. H. HURLBURT,  
 A. G. P. A.

UNION PACIFIC SYSTEM, }  
 OFFICE OF ASST. GEN. PASS. AGENT,  
 PORTLAND, OREGON, October 5, 1891. }

*Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon—*

DEAR SIR: In compliance with your favor of October 2d, I beg to hand you herewith two copies of our local Pacific Division passenger tariff, which takes effect October 1, 1891. Kindly acknowledge receipt.

Yours truly,

W. H. HURLBURT,  
 A. G. P. A.

The complaint of Hon. J. C. Carson of Portland, and Hon. H. B. Miller, of Grants Pass, which follows, was taken into consideration in the matter of rates, and was not acted on by the Board only as evidence in the revision.

PORTLAND, OREGON, August 19, 1891.

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: I enclose you a circular showing rules of transportation. Page 5, rule 36, places sash, doors, etc., in straight or mixed car lots same rate as lumber. Page 2, specifying where these rules apply, makes them apply to all parts of the U. P. System east of Pocatello. The ruling of the company will not allow this to apply on any Oregon shipments going East. On account of low rates on sash, doors, etc., Oregon manufactures are shut out of the Eastern Oregon market.

Now, what we want is to have this rule apply to all points in Oregon. If it is right east of Oregon, it is good for Oregon; and as this is almost the universal rule in every place but Oregon, I see nothing wrong in putting it into effect in Oregon. The S. P. R. R. has the same rule for California, and cannot complain about it for Oregon. What you have done on the S. P. R. R. is all right; now fix this rule for Oregon on the U. P. line, and Oregon manufacturers will be very much benefited.

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Glass shipped from the East to Portland, glazed and shipped back to Eastern Oregon at a high rate, makes it impossible for Oregon manufactures to hold Eastern Oregon markets. Rates from Missouri River points to La Grande, on doors, glazed sash, etc., car lots, is only 115 cents per 100 lbs. Glass to Portland is that much, and then almost that much back to La Grande. Fix lumber rates on doors, sash, and millstuff, and then we can get hold of our own home market. The railroad companies are discriminating against Oregon manufactures by not allowing this same ruling to apply to all shipments from Portland to Eastern Oregon and points east of Oregon, and are not deserving of any kind treatment at your hands as long as they pursue this course. Hoping you will see your way clear to arrange this matter, I am

Yours truly,

H. B. MILLER,

Manager S. P. D. & L. Co., Grants Pass, Oregon.

PORTLAND, OREGON, August 19, 1891.

*Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —*

DEAR SIR: I am informed that your Board will meet to-morrow for the purpose of considering rates of freight charged by the Union Pacific. I desire to respectfully call your attention to an existing discrimination practiced by the Union Pacific which has a damaging effect upon the sash and door and blind manufacturing interests of Oregon. By virtue of a circular issued from Omaha April 25, 1891, the classification of sash, doors, blinds, etc., was made the same as that of common lumber. But the ruling only applies to points south and east of Pocatello, Idaho. It has no application to the classification in Oregon or Washington or Idaho west of Pocatello. This has virtually allowed the Eastern factories to shut us out of Eastern Oregon and Washington and Idaho.

At the time this ruling went into effect, I had orders for five carloads of sash and doors cancelled, and since that time have been unable to sell a single carload. Now, in justice to the sash and door interest of Oregon, the Union Pacific should be required to carry sash and doors at lumber rates over their entire system or over none of it. Such discrimination has in this one instance carried thousands of dollars East which previously came directly to Portland.

Hoping that this word of explanation will receive the serious consideration of your honorable body, I am

Very truly,

J. C. CARSON.

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# COMPLAINTS, DECISIONS, ETC.,

*BEFORE THE BOARD OF RAILROAD COMMISSIONERS*

*OF THE STATE OF OREGON, 1892.*

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## COMPLAINTS, DECISIONS, INVESTIGATIONS, 1892.

### DONALD McLEOD OF SPRINGFIELD, OR., v. THE SOUTHERN PACIFIC COMPANY.

Petitioner filed his complaint against the defendant on December 7, 1891, as follows:—

SPRINGFIELD, OREGON, December 5, 1891.

*To the Honorable Railroad Commissioners, Salem, Oregon —*

GENTLEMEN: I have a grievance that I am informed properly comes before your honorable body for consideration and adjustment. The facts of the case are as follows: I recently shipped some goods from Aumsville, Marion County, to Springfield, Lane County, the bill for which, as per written agreement with the railroad agent (which is herewith enclosed for your inspection), was \$24, which I prepaid, taking a receipt for the same, which also please find enclosed herewith. When I presented my bill of lading at Springfield and asked for my goods, the agent at that place demanded \$8 additional before he would deliver my goods; some of them being perishable, I was obliged to pay the extortion, which I did under protest, taking receipt for the same under protest, which also please find enclosed herewith. These are the facts in the case, and if it properly comes under your jurisdiction, I trust you will give the matter the consideration it deserves.

I am not contending for the \$8 so much as to right a wrong, and one that is practiced very largely by this company. I at once wrote to Hon. Robt. Clow regarding the matter, but have just learned that his home is Junction City instead of Polk County, as formerly, consequently I did not receive any reply. Awaiting your pleasure in the matter, I am

Most respectfully,

DONALD McLEOD.

The defendant filed its answer, which is set out in full. The following correspondence and finding will sufficiently show what was done in the matter:—

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON, }  
PORTLAND, OREGON, January 12, 1892. }

In the matter of the complaint of Donald McLeod against the Southern Pacific Company alleging an overcharge for the transportation of certain goods from Aumsville, in Marion county, to Springfield, in Lane county, Oregon.

*To the Honorable Board of Railroad Commissioners —*

GENTLEMEN: For answer to the charge made by Mr. Donald McLeod on December 5, 1891, to your honorable body, alleging that he had been charged \$8 in excess of an agreed rate for the transportation of certain goods from Aumsville, Marion county, to Springfield, Oregon, we beg leave to submit the following statement of facts:

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That on or prior to November 23, 1891, Mr. Donald McLeod came to the agent of the Southern Pacific Company at Aumsville, and inquired of him what the freight would be on a shipment of a lot of household goods, together with a coop of chickens and two hogs from Aumsville to Springfield, Oregon. The agent informed him that the rate would be \$24 for a carload shipment. Mr. McLeod then gave an order for a car, and was given to understand that he could load the car to its full capacity. He was also instructed as to the manner in which shipment was to be made; also as to the bill of lading issued by the Southern Pacific Company for shipment of live stock, which blank is known as form "F. 28, A," and a copy of which is hereto attached. On November 23, 1891, Mr. McLeod, in connection with the agent at Aumsville, executed this contract for the transportation for one coop of chickens, two hogs, and emigrant movables in Oregon & California car No. 74. Under this contract, a party going with the car in charge of the livestock is entitled to ride at one-half regular charge made for transportation of passengers between the points named. Mr. McLeod purchased a one-half fare ticket in accordance with the terms made in the contract and accompanied the car to its destination. No arrangement was made between the agent and Mr. McLeod in regard to making shipment at less than carload rates as provided in the tariff of the Southern Pacific Company. Mr. McLeod paid the charges to the agent at Aumsville in advance, amounting to \$24, for which the agent issued him expense bill "F. 44,906."

On arriving at the destination, which was Springfield, Oregon, the agent at that station demanded that Mr. McLeod pay \$8 in addition to what he had already paid the agent at Aumsville. An explanation being asked by Mr. McLeod as to why this additional \$8 was charged, he was referred to the issue of the tariff and classification, which provides that a carload of emigrant movables should not be less than \$32, which rate is in accordance with published tariff in operation on the Woodburn-Springfield branch of the Southern Pacific lines in Oregon. Before obtaining delivery of his goods, Mr. McLeod was obliged to pay the agent at Springfield this additional \$8, for which said agent at Springfield issued his expense bill E. 839,090, which shows a prepayment of \$24 and an undercharge of \$8, thus making a total amount paid by Mr. McLeod for the transportation of the shipment in question of \$32.

Since receipt of your letter signed by Commissioner Colvig, the matter has been thoroughly investigated by the assistant general freight and passenger agent of the Southern Pacific Company in charge of that part of the company's lines in Oregon. The agent at Aumsville explains that he made an error in quoting the rate of \$24 for the shipment in question to Mr. McLeod, and that he is unable to say how he came to make such error, as he has no authority whatever for such rate, and consequently would not have any authority to make such quotation. The regular tariff rate on shipment in question is \$32 per car, being for a minimum weight of ten tons. If the charges on the shipment in question had been allowed to remain \$24, the shipper would have had the benefit of a shipment at less than tariff rate, which would have been illegal, for the reason that another shipper who might wish to make a similar shipment of similar goods between the same points would have been charged in accordance with the published tariff, \$32; consequently a discrimination would have been made in favor of Mr. McLeod.

Where the party desires to make a shipment of a miscellaneous lot of freight such as is usually owned by a farmer, and what is known as household goods, second-hand farming utensils, and similar articles, also livestock in a limited number, special arrangements are made whereby the party may obtain the use of the car by which he can load such articles at his own convenience, placing them in the car in such a manner as he may desire, for which a certain rate is charged. Where the shipper wishes to make shipment at less than

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carload rates of similar articles he is obliged to bring the same to the company's warehouse. In this case all articles are required to be carefully packed and boxed for their protection; also properly and distinctly marked, and every article must be specified on the shipping receipt and be weighed separately. They are then loaded by the company's agent at his own convenience, and may or may not all be loaded in the same car. So that for the same quantity of freight shipped at less than carload rates, the shipper has to be to additional trouble and expense in making such shipment than he would be where full carload rate is paid and the shipment made to suit his convenience. In making less than carload shipment, the party has to pay full passenger fare and is not allowed to go in the same car with his shipment. It so happens in the case in question that at the request of the shipper the agent at the point of delivery weighed the entire shipment; and from the actual weight obtained by such weighing, the company finds that if the shipper had made the shipment in question at less than carload rate he would have paid about \$3.50 less than he actually did pay. But the probabilities are that the extra cost of packing, marking, extra handling, etc., would more than offset the additional amount which he had to pay. The fact is, that, taking the original shipment into question, and the manner in which it was made, the shipper has only paid what all other shippers, under like circumstances, would have been required to pay in accordance with the published tariff in effect at the time the shipment was made.

Therefore the Southern Pacific Company do not consider that Mr. Donald McLeod has just cause of complaint, or that he has been overcharged in any way.

Respectfully submitted,

R. KOEHLER.

Enclosures: Expense bill No. F-44,906; expense bill No. 839,096; blank F-28-A; letter D. L. McLeod to R. R. Commissioners.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 10, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: Your answer to the complaint of Donald McLeod, for an overcharge on a shipment of certain goods from Aumsville to Springfield, was duly received and considered by the Board of Railroad Commissioners at their regular meeting last Monday, the 7th current. The Board think that under your statement they should make further investigation, and have set Monday, April 4, 1892, as the day on which they will make final disposition of the above complaint; and you are hereby requested to appear before the Board, by attorney or otherwise, on said day, at the hour of 10 A. M., to be heard in said matter. By order of the Board.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 10, 1891.

*Mr. Donald McLeod, Springfield, Oregon—*

DEAR SIR: On January the 6th I wrote you that the S. P. Co. had been granted an extension of time until February 1st in which to file an answer to your complaint of an overcharge on a shipment of a certain carload of goods. Their answer was duly filed, but owing to the illness of Commissioner Hamil-



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ton, and the absence from the State of Commissioner Clow, the Board held no meeting in February.

The Southern Pacific Company deny that you have just cause of complaint, or that you have been overcharged in any way, although they admit all the facts stated by you in your complaint.

It is ordered by the Board that a final disposition of this matter be made on Monday, April 4, 1892, and you are hereby requested to appear before the Board at that time, by attorney or in any manner you may desire, to be heard in the case, or you may submit further testimony in writing in support of your claim.

By order of the Board.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 4, 1892. }

*Donald McLeod v. The Southern Pacific Company.*—Complaint on overcharge.

The above matter coming on to be heard, and the Board being fully advised, find as follows, to-wit:

That Donald McLeod shipped 10,720 lbs. of household goods, consisting of emigrant movables, from Aumsville to Springfield, Oregon, on or about November 23, 1891, over the Southern Pacific Company's line, a distance of 62 miles; that said McLeod paid for said service the sum of \$32, and paid the further sum of \$1.25 for passenger fare, the regular rate being \$2.50; that \$32 is the full tariff rate for a full car of 20,000 pounds for said character of freight; that said McLeod was not entitled to travel at half passenger rate on said shipment; that the said freight at less than carload rates would have aggregated the sum of \$27.90; that said company overcharged the said McLeod \$2.85 on said shipment over and above the sum of \$1.25 which said McLeod should have paid and justly owes said company for a balance on the passenger fare between said stations; that said McLeod is entitled to recover off the said company the sum of \$2.85.

It is therefore recommended the said Southern Pacific Company repay to the said Donald McLeod the sum of \$2.85 in full of said demand within 20 days from the date of this finding.

G. W. COLVIG,  
Chairman.

Attest: F. J. MILLER, Clerk.

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON, }  
PORTLAND, OREGON, April 12, 1892. }

*Hon. G. W. Colvig, Chairman Railroad Commission, Salem, Oregon—*

DEAR SIR: Replying to the findings of the Board in the matter of *Donald McLeod v. The Southern Pacific Company*, in which your Commission recom-

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mends that the company repay to Mr. McLeod \$2.85 as an alleged overcharge, the Company does not regard that any overcharge was made, but inasmuch as our Aumsville agent quoted a rate for carloads to this shipper at \$24, and but for this quotation the shipper might possibly have shipped in less than carload lot, I have concluded to follow your recommendations without conceding that the findings made are right, either upon the law or the facts.

Respectfully yours,

R. KOEHLER,  
Manager.

## SHERIDAN FLOURING MILLS CO. v. THE SOUTHERN PACIFIC COMPANY.

Petitioner on January 2, 1892, filed the following complaint against the defendant:

SHERIDAN, OREGON, Jan. 2, 1892.

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: We are charged by the S. P. Co. \$22 for a 10-ton car from our mill to Portland, of millstuff, a distance of 53 miles, and to Tualatin, a distance of about 41 miles, they charge us \$34; and in local lots they charge us 17c. per hundred pounds to Portland, and 24c. per hundred to Tualatin. Can you give us a remedy? Please let us hear from you.

Yours truly,

SHERIDAN FLOURING MILL CO.,  
Per C. ALLISON, Secretary.

The following letter was sent Mr. Koehler together with a copy of the complaint:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 7, 1891.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —*

DEAR SIR: Herewith find a copy of the complaint of the Sheridan Flouring Mills Company, complaining of the S. P. R. R. Co. for a violation of section 4 of the "Hoult Law." Please file your answer on or before Monday, February 1, 1892.

By order of Board.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

The following answer was filed:

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON,  
PORTLAND, OR., January 30, 1892. }

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: In pursuance of your communication of January 6th, in the matter of the complaint of the Sheridan Flouring Mills Co., for violation of section 4 of the Hoult law, I beg to hand you herewith a communication signed by the Sheridan Flouring Mills Co., from which please note that a sat-

*Complaints, Decisions, and Investigations for 1892.*

satisfactory adjustment of the matter complained of has been arranged, and that they acknowledge satisfaction of the injury complained of, and ask to have the complaint dismissed.

Respectfully yours,

One enclosure.

R. KOEHLER,  
Manager.

SHERIDAN, OREGON, January 20, 1892.

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: Referring to the complaint made against the Southern Pacific Company by the Sheridan Flouring Mills Company, as per letter of January 2, 1892, we now beg leave to report to you that a satisfactory adjustment of this difficulty and complaint has been arranged by the company, and we therefore acknowledge satisfaction for the injury complained of, and ask to have our complaint dismissed.

Yours truly,

SHERIDAN FLOURING MILLS CO.,  
Per C. ALLISON, Secretary.

OFFICE OF THE RAILROAD COMMISSION, {  
SALEM, OREGON, March 7, 1892. }

In the matter of the *Sheridan Flouring Mill Co. v. The Southern Pacific Company.*

The above matter coming on to be heard, and it appearing that the S. P. Co. had rendered full and complete satisfaction since the filing of the above complaint, on motion of the Sheridan Flouring Mills Co. the complaint is dismissed without prejudice to the S. P. Co.

McKINLEY MITCHELL *v.* THE SOUTHERN PACIFIC  
COMPANY.

The petitioner filed his complaint on March 5, 1892, as follows:—

GERVAIS, OREGON, March 5, 1892.

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: I desire to call your attention to an overcharge and an unjust discrimination of the Southern Pacific Railroad Company of this State, on their Woodburn and Springfield branch in shipment of carload lots of potatoes, from Mt. Angel, and McKee stations, Oregon, on said line to Sacramento, Cal., said cars being billed as through freight from the above mentioned point to Sacramento, Cal., as follows, to-wit: Date of shipment, January 26, 1892; C. F. T. car, No. 13118. Number of way bill 126,990; 218 sacks of potatoes, weighing 24,600. The through freight rates, on main line of the S. P. Company, is 37½ cents per hundred pounds to Sacramento, Cal., and I have been charged on this car from Mt. Angel, Oregon, to above mentioned point, 45½ cents per hundred pounds, making an overcharge of \$19.68 on this car; also C. F. T. car, No. 17020, shipped from Mt. Angel, Oregon, January 31, 1892

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229 sacks of potatoes, weighing 24,555 lbs., making an overcharge of \$19.56; also S. P. car No. 10672 shipped February 4, 1892, from McKee station, Oregon, weighing 24,250 lbs., waybill 377,771, on which I have been charged 43½ cents per hundred pounds, making an overcharge of \$14.55 on this car; also C. F. T. car No. 13196, shipped February 4, 1892, from McKee station to Lincoln station, Cal., containing 225 sacks of potatoes, weighing 25,200 lbs., waybill 319,166, for which I have been charged 43½ cents per hundred pounds, making an overcharge of \$15.12. The distance from Mt. Angel, Oregon, to Woodburn, Oregon, is 7 miles, for which I have been charged the local rate of 8 cents per hundred pounds; and the distance from McKee station to Woodburn is 4 miles, on which I have been charged a local rate of 6 cents per hundred pounds, which I consider exorbitant and unfair, and unjust discrimination, as the said company hauls potatoes in carload lots from Portland, Oregon City, Canby, and other points on the S. P. road through to Sacramento, Cal., at a rate of 37½ cents per hundred pounds, a distance of about 730 miles; while they charge 45½ cents per hundred pounds, from Mt. Angel, Oregon, to Sacramento, Cal., a distance of about 675 miles, and 43½ cents from McKee station per hundred pounds, to Sacramento, Cal., a distance of about 670 miles,—all on through freight of one continuous haul, and owned and managed by one company, I deem these charges exorbitant, unfair, and unjust, and a discrimination in favor of Portland. I do not complain of the interstate commerce rate of 37½ cents per hundred on through freight to Sacramento, Cal., but I do complain of an additional local charge of 6 and 8 cents per hundred pounds on a haul of 4 and 7 miles respectively. Said S. P. Railroad Company have a rate on grain, wheat, oats, and flour, of 10 cents per hundred pounds to Portland, Oregon, from Mt. Angel and McKee stations, a distance of 40 to 50 miles, and on through freight to California, add a local rate of 8 cents per hundred pounds, which is a discrimination in favor of Portland and against San Francisco and other California points, and place the farmers in that vicinity where they cannot find a market for their produce without a loss. The loss which I have sustained from these overcharges amount in the aggregate to \$68.91, which I ask to be refunded. In consideration of my claim I herewith submit for your inspection and examination expense bills, letters, etc., covering the same and trust that you will give the matter your prompt and earnest consideration.

Very respectfully yours,

McKINLEY MITCHELL.

The following letter was transmitted to Mr. Koehler, together with a copy of the complaint:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 7, 1892.

*Mr. R. Koehler, Manager S. P. Co., Portland, Oregon—*

DEAR SIR: I am directed by the Board of Railroad Commissioners to forward the enclosed complaint of Mr. McKinley Mitchell against the S. P. Company to you and request that you file an answer thereto on or before Wednesday, the 16th inst. Please return the enclosed papers with your answer.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

The defendant filed the following reply:—

*Complaints, Decisions, and Investigations for 1892.**Hon. Board of Railroad Commissioners—*

In the matter of the complaint of *McKinley Mitchell v. The Southern Pacific Company.*

Comes now the Southern Pacific Company, and respectfully answering the complaint of McKinley Mitchell, dated March 5, 1892, filed with the Board of Railroad Commissioners, and in obedience to the request and direction of said Board of March 7, 1892, for answer denies that it has made any overcharge or any unjust discrimination on its Woodburn-Springfield Branch, or elsewhere, in carload lots, or otherwise, at any time or at all. And further answering said complaint, the said company shows your Honorable Board that the shipments, each and every one of them, were interstate shipments, and as such were billed through from the point of shipment to a point in the State of California, and that the shipments were and are interstate commerce, and as such are not within the jurisdiction, supervision or control of your honorable Board. And said company respectfully claims to this Board that said charges so made are reasonable and proper.

Wherefore the said company respectfully ask that the complaint of said McKinley Mitchell be dismissed, and that said company be permitted to go hence without further hearing.

THE SOUTHERN PACIFIC COMPANY,

By R. KOEHLER, Manager.

BRONAUGH, MCARTHUR, FENTON & BRONAUGH,  
Attorneys for Southern Pacific Company.

STATE OF OREGON,                    }  
County of Multnomah.        } ss.

I, R. Koehler, being first duly sworn, depose and say that I am the manager of the Southern Pacific Company's lines in Oregon, and that the foregoing answer is true as I verily believe.

R. KOEHLER.

Subscribed and sworn to before me this 14th day of March, A. D. 1892.

DAVID LORING,  
Notary Public for Oregon.

The Board, after considering all the expense bills, papers, receipts, etc., which accompanied the complaint, made the following finding:

In the matter of the complaint of *McKinley Mitchell v. The Southern Pacific Company.*

The above matter coming on to be heard on the complaint and answer, the Board being fully advised, finds: This is a case wherein McKinley Mitchell complains against the S. P. Co., and charges it with discrimination and overcharges in the matter of certain carload shipments of potatoes from Mt. Angel and McKee stations on the Woodburn-Springfield Branch of defendant's lines to Sacramento, California, the amount of overcharge being stated in the complaint at \$68.91. The petitioner alleges that the shipments were billed as through freight from the points named to Sacramento, California. It is further found that the published tariff rate for potatoes in carloads on defendant's lines was, at the time of the shipments alleged in said petition, 37½ cts. per 100 lbs. from Portland, Oregon City,

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Canby, and other points in Oregon, to Sacramento, in the State of California; that said defendant charged, demanded, and received from petitioner 45½ cents per 100 lbs. on carload shipments of potatoes from Mt. Angel, Oregon, to Sacramento, Cal., and 43½ cents per 100 lbs. from McKee, Oregon, to Sacramento, Cal.; that the distance from Mt. Angel to Sacramento is 675 miles, and from McKee to said point is 670 miles; while the distance to Portland, Oregon City, and Canby is greater from Sacramento; that the shipments so made were carried from point of shipment to destination in the same cars by the defendant; that the defendant added its local rate to the through rate from Mt. Angel to Woodburn and from McKee to Woodburn, the same being 6 and 8 cents per 100 lbs. for the local haul of 4 and 7 miles, respectively; that said additional charge of 6 and 8 cents was and is an unjust discrimination against the petitioner; that the \$68.91 over-payment by petitioner was and is an unjust and unlawful overcharge, which in good conscience the defendant company should return.

The case of Daniel Ball reported in 10 Wall. 557, which was a decision by the court of highest resort interstate commerce, was defined as follows: "Whenever a commodity has begun to move as an article of trade from one State to another, commerce in that commodity between States has commenced. The fact that several different and independent agencies are employed in transporting the commodity, \* \* \* does in no sense affect the character of the transaction. To the extent to which each agency acts in the transportation it is subject to the regulations of Congress." The starting point and the destination of an article determine its character as to whether it is an article of domestic or interstate commerce. Whenever a commodity is billed directly from the shipping station to another station outside of the State, it becomes interstate commerce, and the shipment would be exempt from State regulation even within the limits of the State. (See *Wabash, St. Louis & Pacific Railway Company v. Illinois*, 118 U. S. 557.)

The shipments alleged in this petition are matters of interstate commerce over which this Board has no jurisdiction, and for which overcharge it can afford no remedy.

G. W. COLVIG,  
Chairman.

Attest: FRANK J. MILLER, Clerk.

*Complaints, Decisions, and Investigations for 1892.***JAMES W. SMITH v. THE UNION PACIFIC RAILWAY.**

On April 5, 1892, complaint was filed as follows:—

I enclose you herewith an expense bill of the Union Pacific Railway Company for a car of salt that was put upon their cars by the D. P. & A. Navigation Company from their boat at The Dalles. You will see that the U. P. Ry. Co. charge me their lawful rate of 19 cents per 100 pounds, amounting to \$39.40, and then add an item that they call advance charges amounting to \$4.90. They paid no charges as I paid the D. P. & A. N. Co. for putting the salt on the cars. I claim this charge of \$24.90 is a fraud and an unlawful charge, and I ask that you have the matter examined and adjusted.

JAMES W. SMITH.

ARLINGTON, OREGON, March 21, 1892.

The following letter, accompanied by a copy of the complaint, was forwarded to defendant:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 4, 1891.

*Mr. E. McNeill, Gen. Supt. U. P. Ry. Co., Portland, Oregon—*

DEAR SIR:— I hand you herewith a copy of the complaint filed with this Board by Mr. James W. Smith of Arlington, together with a U. P. Ry. Co. expense bill. Mr. Smith complains that on a carload shipment of salt from The Dalles to Arlington that he was charged the regular rate of 19 cents per 100 pounds, and an additional charge of \$24.90; this latter charge he characterizes as unjust, claiming to have paid all former charges. I am directed to request you to file an answer to the enclosed complaint on or before the 15th day of the present month. Please return the enclosed expense bill with your answer.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

The following correspondence shows what disposition was made of the claim:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 15, 1892.

*Mr. James W. Smith, Arlington, Oregon—*

DEAR SIR: Your complaint of March 21, 1892, against the Union Pacific Railway Company for an overcharge of \$24.90 was duly considered by this Board and by them referred to the U. P. Ry. Co. We are in receipt of a letter from Mr. B. Campbell, G. W. F. Agt. of the U. P. Ry. Co., under date of April 8, 1892, in which he acknowledges the justice of your claim for the overcharge of \$24.90, and says that he has advised you through their agent at Arlington that the amount of overcharge would be refunded on return of the original freight bill. He farther says: "We are advised in reply that Mr. Smith has written you asking for return of the paid freight bill; and as the document would be transmitted to this office when received by him, we will assume your willingness to have us retain it here, thus avoiding any further delay in settlement of the overcharge." I have advised Mr. Campbell that we have no objections to their retaining the expense bill if such an arrange-

*Complaints, Decisions, and Investigations for 1892.*

ment meets with your approval. Please notify the Board of the settlement of your claim.

Replying to your favor of the 12th inst. on the same subject, receipt of which is hereby acknowledged, in which you say, "I am out, if they refund the \$24.90, a trip to The Dalles and fee to a lawyer. Are they not liable for that as well as the original overcharge?" In reply I am directed to say that this Board has no jurisdiction in that matter and cannot advise you.

Yours truly,

FRANK J. MILLER,  
Clerk of the Board.

ARLINGTON, OREGON, April 25, 1892.

*Hon. Board of Railroad Commissioners—*

DEAR SIR: The U. P. Co. have refunded to me the overcharge on car of salt, referred to you lately. Thanking you for your efforts in my behalf,

I remain yours,

JAMES W. SMITH.

# WM. HIMELWRIGHT v. THE UNION PACIFIC RAILWAY.

The following correspondence was had on the subject of this claim, which was afterwards dismissed for want of jurisdiction:

LAGRANDE, OREGON, March 3, 1892.

*Mr. A. N. Hamilton, Salem, Oregon—*

DEAR SIR: On January 7, 1892, I had one iron-gray horse, 7 years old, branded "A" on left hip, valued at one hundred and twenty-five dollars, struck and pushed into a bridge on U. P. railroad, section 64, and injured so as to be of no value to me, for which I claimed \$100 damage, which D. E. Hall, division claim agent at Walla Walla, refused to pay, claiming that the horse ran into the bridge and was not struck by a train. That the horse was struck by a train I can prove by three eye-witnesses to the fact, namely, B. R. Baker and Mrs. Adley of LaGrande, F. Sandborn of Seattle, Wash.

If you can do anything in this case you will oblige

WM. HIMELWRIGHT.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, March 10, 1891.

*Mr. Wm. Himelwright, La Grande, Oregon—*

DEAR SIR: Your letter of March 3, 1892, complaining of the Union Pacific Railway Company for injury to a horse has been received and considered by the Commission. Mr. E. McNeill, general superintendent U. P. Ry. Co., has been requested to indemnify you for your loss. I wish to say to you that should the Union Pacific Company refuse to comply with our request, that this Board has no jurisdiction over the matter to enforce payment, and your only course would be an action at law. The Board can only act in an advisory manner in damage cases of this kind. I will advise you of the answer of the U. P. Company.

Yours truly,

F. J. MILLER,  
Clerk of the Board.



*Complaints, Decisions, and Investigations for 1892.*

OFFICE OF THE RAILROAD COMMISSION, )  
SALEM, OREGON, March 10, 1891. )

*Mr. E. McNeill, Gen. Supt. U. P. Ry. Co., Portland, Oregon—*

DEAR SIR: Mr. Wm. Himelwright of La Grande, Oregon, complaining of the Union Pacific Company by letter, claims that on January 7, 1892, on section 64, between La Grande and Oro Dell, one of your trains struck and injured one of his work horses so that the animal is permanently injured and no longer of any value to him. He says your claim agent, D. E. Hall, has refused to pay him anything, assigning as a reason that the animal was not struck by a train but ran into a bridge and got hurt. Mr. B. R. Baker and Mrs. Adley of La Grande and Mr. F. Sandborn of Seattle, Wash., saw the animal struck. Mr. Himelwright claims to be damaged \$100 by reason of the same. The Board has made some inquiry into the matter and believes it to be a deserving case, and therefore requests that you company indemnify Mr. Himelwright for his loss.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

UNION PACIFIC SYSTEM, )  
OFFICE OF THE GENERAL SUPERINTENDENT, )  
PORTLAND, OREGON, March 11, 1892. )

*F. J. Miller, Clerk of R. R. Commission, Salem, Oregon—*

DEAR SIR: I hereby acknowledge the receipt of your favor of March 10th in regard to claim of Mr. Wm. Himelwright, on account of stock injured at Oro Dell on January 7, 1892. I have referred this matter to our claim agent, Mr. Hall, and have asked him to furnish me with all information he has in regard to the case. On receipt of this information, I will be pleased to furnish you the facts in the case as reported to us.

Yours truly,

E. MCNEILL.

UNION PACIFIC SYSTEM (PACIFIC DIVISION), )  
OFFICE OF THE GENERAL SUPERINTENDENT, )  
PORTLAND, OREGON, March 15, 1892. )

*Hon. Board of Railroad Commissioners—*

DEAR SIR: I have been advised by our claim agent, Mr. Hall, of the particulars covering the injuring of two horses belonging to Wm. Himelwright of La Grande, for which he makes claim of \$100, and which you wrote me about several days ago. It seems that the two horses took the track ahead of our No. 2 on January 7th, and after running quite a distance ahead of the train, went into a small bridge a few rods west of the switches in La Grande yard. The train, which had been slowed down as soon as the horses were noticed on the track, was stopped, and did not strike them. The horses were taken out of the bridge by the train crew, who reported that they did not show any injuries except a few scratches, and as soon as freed took to the meadows alongside the track. Inasmuch as the horses were running free within the city limits, and were not struck or injured in any way by the train, I cannot see how our company is in any way liable or responsible for their injuries, and we cannot entertain the claim.

Yours truly,

E. MCNEILL.

*Complaints, Decisions, and Investigations for 1892.*OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 4, 1891.*Mr. Wm. Himelwright, La Grande, Oregon—*

DEAR SIR: In am directed to inform you that the Union Pacific Railway Company has made an answer to your complaint before this Board, in the matter of injuries to one of your horses, denying your allegations and refusing to make any compensation. They say in their answer "that the two horses took the track ahead of our No. 2 on January 7th, and after running quite a distance ahead of the train, went into a small bridge a few rods west of the switches in La Grande yard. \* \* \* Inasmuch as the horses were running free within the city limits, and were not struck or injured in any way by the train, we cannot see how our company is in any way liable or responsible for their injuries, and we cannot entertain the claim." As indicated in my letter of March 10, 1892, this Board has no jurisdiction to enforce payment, and the case is ordered dismissed.

Yours truly,

F. J. MILLER,  
Clerk of the Board.W. E. LOUGHMILLER *v.* SOUTHERN PACIFIC COMPANY.

Petitioner makes complaint for overcharge and shortage in grain shipments on defendant's lines, as follows:—

SILVERTON, OREGON, May 2, 1892.

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: Enclosed please find papers in regard to twenty sacks oats short, shipped by us to Geo. Morrow & Co., San Francisco; also overcharge on two cars wheat. Which we submit to you for your consideration.

Yours truly,

W. E. LOUGHMILLER &amp; CO.

SILVERTON, OREGON, May 2, 1892.

S. P. R. R., DR.

To W. E. LOUGHMILLER &amp; Co.

To 20 sacks oats short from cars 13378, 24, 13142, at 88 cents per sack ...\$17 60

SILVERTON, OREGON, May 2, 1892.

S. P. R. R., DR.

To W. E. LOUGHMILLER &amp; Co.

To overcharge on 620.....\$24 80

To overcharge on 320.....23 40

\$48 20

Less \$2.50 for switching two cars.....5 00

\$43 20

We claim the overcharge on the grounds that there is an agreement between P. F. M. Co. & S. P. R. R. to furnish cars for all wheat going to mill before 90 days from date of receipt of cars; also the charge on these cars to

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Oregon City and East Portland are the same and they have charged us double freight.

W. E. LOUGHMILLER & CO.  
SILVERTON, OREGON, June 9, 1892.

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: Herewith I hand you duplicate shipping receipt for O. & C. car 620, and O. & C. car 320, as per our complaint against S. P. R. R. for overcharge of freight. The wheat in these cars was sold to the Portland Flour Mills Company to be stopped in transit for milling. You will notice on receipt No. 8 that there is car 638. This was stopped and unloaded. The agent of the mills told us that they can unload a car and send it away, and at any time within 90 days call for a car to take its place, which will be furnished on payment of the regular charge of 25 cents per ton.

On these facts we based our claim against the railroad for overcharge and damage on the cars.

If there is any other information please advise us.

Yours,

W. E. LOUGHMILLER & CO.

These letters were accompanied by various expense bills, receipts, etc., showing the matters alleged in the complaint. The defendant was notified of the complaint, and filed its answer on July 16, 1892, as follows:

SOUTHERN PACIFIC COMPANY, }  
ATTORNEYS' OFFICE, }  
PORTLAND, OREGON, July 16, 1892. }

*Hon. Board of Railroad Commissioners—*

Comes now the Southern Pacific Company, and answering the complaint filed with the Board by W. E. Loughmiller & Company, for an alleged overcharge of \$43.20, and for an alleged shortage of \$17.60 for twenty sacks of oats, alleged to be short, and denies that the said Southern Pacific Company made any overcharge of \$43.20, or any sum whatever, or that there was any shortage in said oats shipped by the said W. E. Loughmiller & Company, or that it is liable in the sum of \$17.60, or any sum whatever, therefor. And further answering the complaint, says, that as to the said alleged overcharge, the facts are as follows, to-wit: On the 25th of January, 1892, said W. E. Loughmiller & Company received from the Southern Pacific Company a shipping receipt of that date, signed by Spager, conductor of one of the said company's trains, of the shipment of oats in question on car number 13378, car number 24, and car number 13142, consigned to George Morrow & Company, San Francisco, California, care steamer Wilmington, Southern Pacific dock, East Portland; that said shipping receipt so delivered by the said Southern Pacific Company was for said cars of oats, which had been loaded by the consignor, the said W. E. Loughmiller & Company, and which was received by the said Southern Pacific Company, through its said conductor, shipper's load and count, and said shipping receipt contained upon and in the same, as standing for the said words "Shipper's load and count," the letters "S. L. & C.," and contained, among other things, the following condition and agreement: "That property in carloads, shipped under carload rates, and loaded by shipper, is received and shipped only at shipper's count, and the company shall not be liable for quantity," which said condition was endorsed upon the back of said shipping receipt, and was a part of and accepted by the said W. E. Loughmiller & Company in the terms of said contract of shipment.

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And the said Southern Pacific Company further shows that there was not in fact any shortage in either of said cars, but that on the 27th day of January, 1892, at East Portland, aforesaid, the said Southern Pacific Company delivered to the said steamer Wilmington, for the said Morrow & Company, and for the said W. E. Loughmiller & Company, all the sacks of oats consigned by said W. E. Loughmiller & Company, in the said cars above stated, and that the said car number 24 checked off to the said steamer Wilmington the number of sacks as billed, and that car number 13142 checked off five sacks short; that car number 13378 checked off fifteen sacks short, making for the said consignment a total shortage of twenty sacks.

And the said Southern Pacific Company further answering shows that the said Morrow & Company only received from said W. E. Loughmiller & Company, shipped as aforesaid, six cars all told, numbered as follows: Car O. & C. 13048, checked as billed; O. & C. 24, checked as billed; O. & C. 844, checked five sacks short; O. & C. 13142, checked five sacks short; O. & C. 260, checked five sacks over; O. & C. 13378, checked fifteen sacks short; making a total shortage of the entire carloads of twenty sacks; that the said cars when received at East Portland were locked right and left, and had been billed as hereinbefore stated, shipper's load and count; that whatever shortage there is in the said consignment, or whatever shortage there was, was wholly the fault of the said W. E. Loughmiller & Company, in that they, the said W. E. Loughmiller & Company, did not, at the date of said shipment, deliver to the said Southern Pacific Company any more sacks of oats than as shown hereinbefore, and that whatever was by them delivered to the Southern Pacific Company, for shipment as aforesaid, was delivered by said company as directed and required in said shipping receipt hereinbefore referred to, and in accordance with the said contract of shipment.

And the said Southern Pacific Company for a further and separate answer to the said complaint in reference to the said alleged overcharge, shows to the Commissioners as follows: That on the 17th day of October, 1891, the said W. E. Loughmiller & Company shipped from the East-side junction on the line of the Oregonian Railway Company, to Oregon City, consigned to the P. F. M. Co., Oregon City, Oregon, meaning thereby the Portland Flouring Mills Company, in carload lots, loaded as follows: O. & C. car 638, 192 sacks; O. & C. car 620, 188 sacks, 23,000 lbs. corrected 23,500 lbs.; O. & C. car 320, 196 sacks, 23,000 lbs. corrected 25,250 lbs., and received by the conductor of the freight train of the said Southern Pacific Company, loaded by the consignors, and received "shipper's load and count," at the usual and local rate from said East-side junction to said Oregon City; that thereupon, and in due course, the said cars were tendered to the Portland Flouring Mills Company, at Oregon City, Oregon, the consignment, and two of said cars, were by them rejected, and refused to be received; that the said two cars remained upon the track unloaded beyond the time allowed as follows: Car O. & C. 620, two days' demurrage, \$6; car O. & C. 320, demurrage one day; that thereafter the said Southern Pacific Company applied to the said W. E. Loughmiller & Company, consignors, as to what disposition should be made of the said two cars so consigned and refused to be received by the said Portland Flouring Mills Company, consignee aforesaid; that thereupon the said W. E. Loughmiller & Company ordered the said two cars and the contents thereof to be delivered to Soden & Spicer, Portland, Oregon, and the said two cars were thereafter so delivered, and the said wheat so re-shipped from Oregon City to Portland aforesaid, at the usual customary rates, applying to all shippers from said points; that the reasonable and lawful charges of the said car 620 in carload lots from East-side junction to Oregon City was and is \$23, demurrage two days at Oregon City, \$6; that the reasonable and proper charge for the re-shipment of the said carload lot from Oregon City to East Portland was \$18.80,—total, \$47.80; that

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the reasonable and lawful charge for the shipment of the said carload 320 from East-side station to Oregon City, Oregon, was and is \$23, demurrage, \$3; that the reasonable and lawful charge for the re-shipment of said car 320 from Oregon City to East Portland was \$20.40,—total, \$46.40; that the said wheat so shipped as aforesaid was consigned from Oregon City to Soden & Spicer, East Portland, on October 27, 1891, and the number of the waybill for said re-shipment for car 620 was 1,050, and for car number 320 was waybill 1,051.

And the said Southern Pacific Company further shows to the said Commission and alleges the fact to be that the said Portland Flouring Mills Company and the said Southern Pacific Company have not now, nor have they at any time had any agreement whereby wheat could be shipped from any station to Oregon City, and then re-shipped to Portland without paying the local rate in full from Oregon City to Portland, but the said Southern Pacific Company says, and so alleges the truth to be, that the said Southern Pacific Company does allow and give to manufacturers of mill feed, flour, bran and shorts, the right to receive wheat paying the local rate from point of shipment to their said mills, and when the same is manufactured into flour, mill feed, bran, shorts, as aforesaid, the same, when so manufactured, may be re-shipped at carload lots at a rate less than the local rate for grain, but that if the said millers or any of them were to re-ship any wheat, they would have to pay and did pay the full local rates for such shipment.

And the said Southern Pacific Company shows and alleges that the said W. E. Loughmiller & Co. are seeking to have applied to the said re-shipment of wheat from Oregon City as aforesaid, to Portland, a rate which has never been applied or given to any person, firm or corporation whatsoever.

And the said Southern Pacific Company further shows and alleges the facts to be that if the said O. & C. car number 620 and the said O. & C. car number 320 had contained wheat which would have been acceptable to and accepted by the said Portland Flouring Mills Company, or any other person at said Oregon City, and by them or either of them or anyone manufactured into flour or millfeed, the said manufactured product, within a certain time, could have been re-shipped from said point of manufacture to Portland for the additional charge of 25 cents per ton, over and above the charge paid for said shipment from interior points to said point of manufacture.

And the said company shows, and so avers the fact to be, that the said privilege and concession to manufactured products has been by it extended to any and all persons bringing themselves within the rules and requirements of the said company in that respect, and that neither the said Portland Flouring Mills nor anyone engaged in the manufacture or shipment of flour or of wheat is authorized to or has been permitted to re-ship wheat at any other than the usual local and customary rate, charged to this complainant, W. E. Loughmiller & Company.

Wherefore, the said Southern Pacific Company respectfully asks the Commission to hear oral proof, if it shall so desire, upon these questions, and to make an order dismissing the complaint.

**SOUTHERN PACIFIC COMPANY.**

BRONAUGH, MCARTHUR, FENTON &amp; BRONAUGH,

Attorneys for said Company.

STATE OF OREGON, }  
COUNTY OF MULTNOMAH. } ss.

I, R. Koehler, being first duly sworn, depose and say that I am the manager of the said defendant, the Southern Pacific Company, for its lines in Oregon; that I have carefully examined the shipping receipts, correspondence,

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waybills, and other vouchers in connection with the said complaint, and shipments of wheat and oats, and that the foregoing answer is true.

R. KOEHLER.

Subscribed and sworn to before me this 16th day of July, A. D. 1892.

Notary Public.

The following correspondence was read on the subject:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 2, 1892.

*Mr. R. Koehler, Manager Southern Pacific Co., Portland, Oregon—*

DEAR SIR: I am instructed to inform you that the matter of *Loughmiller & Co. v. The S. P. Co.*, for alleged overcharge and shortage in grain shipments, will come on for hearing at this office on Monday, September 5, 1892, at 1 o'clock P. M.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 2, 1891.

*W. E. Loughmiller & Co., Silverton, Oregon—*

GENTLEMEN: The S. P. Co. has filed its answer to your complaint, which, to state in concise language, makes the following issue: First—It denies that you put any more oats in the cars than it delivered; claims the oats were loaded and counted by you and the cars locked up and delivered to your consignee in the same condition; admits that the oats checked out 20 sacks short, but claims that it delivered all it received. Second—Alleges that cars 620 and 320 were shipped by you to the P. F. Mill Co. at Oregon City with other cars of wheat; and that the P. F. Mill Co. refused to receive them; and that, on request for further directions, you had the same re-billed to Soden & Spicer at Portland; denies that the wheat was stopped for milling or that it was ever discharged from the cars at Oregon City.

You will please reply to this and file an answer with this Board on or before the first Monday in September, and be present on that day at our office in Salem at the hour of 1 o'clock P. M. with any further evidence you may have in this matter.

By order of the Board.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

On September 5, 1892, the matter coming on to be heard, Mr. Loughmiller was sworn and testified in his own behalf; also Mr. S. A. Thrall, who was present to represent the defendant before the Board, was sworn on behalf of defendant. The Board on September 6, 1891, made the following finding:—

*W. E. Loughmiller & Co. v. Southern Pacific Co.*

The above matter coming on to be heard, on the testimony of W. E. Loughmiller, on the part of the petitioner, and various letters,

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receipts, and statements submitted in evidence, and on the testimony of S. A. Thrall, on the part of the Southern Pacific Company, and papers submitted in evidence by said company, the Board being fully advised, makes the following finding of fact:

First — That on January 26, 1892, petitioner delivered to the defendant, for shipment to Portland, 794 sacks of oats, loaded in cars numbered 13378, 24, and 13142, which said shipment was consigned to Geo. Morrow & Co., San Francisco, in care of the steamer Wilmington at East Portland.

Second — That the defendant on January 27, 1892, delivered 774 sacks of oats on said consignment to the steamer Wilmington at East Portland, and failed and refused to account to said W. E. Loughmiller & Co. for 20 sacks of oats of the value of \$17.60.

Third — That the Southern Pacific Company, by reason of its failure to deliver petitioner's goods which it received for transportation, is justly indebted to the said petitioner in the said sum.

Fourth — That on October 17, 1891, petitioner delivered to defendant at its East-side junction, on the Woodburn-Springfield branch, in car number 638, 192 sacks of wheat weighing 23,500 lbs., also on the same date in car number 620, 188 sacks of wheat weighing 23,000 lbs., and consigned the same to the Portland Flouring Mills Co. at Oregon City; and that on October 19, 1891, petitioner delivered to defendant, at said station, in car number 320, 196 sacks of wheat weighing 25,250 lbs., which was also consigned to the said milling company at Oregon City.

Fifth — That said defendant transported the said wheat so consigned to Oregon City over its lines of railway, and thereby was entitled to receive the local rate for transporting the same from said station to Oregon City, which was in use and in force on its lines on that date, and that petitioner paid the same.

Sixth — That the Portland Flouring Mills Co. refused to receive said wheat so consigned in cars Nos. 620 and 320, and that defendant asked petitioner to give further disposition, which was done by causing said property to be re-billed to Soden & Spencer at East Portland, Oregon.

Seventh — That car number 320 was delayed at Oregon City one day, and car 620 two days over the usual time for discharging, for which defendant charged petitioner nine dollars' demurrage, which was paid by petitioner.

Eighth — That the defendant is entitled to collect and receive for transporting cars Nos. 620 and 320 from Oregon City to East Portland the usual rate in use and in force on its lines on that date, which petitioner paid.

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Ninth—That defendant was not entitled to charge petitioner any demurrage.

Tenth—That the defendant is justly indebted to petitioner in the full sum of \$26.60 for the loss of said oats, and for the improper charge of demurrage, which was paid by petitioner.

G. W. COLVIG,

Attest: F. J. MILLER, Clerk.

Chairman.

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HENRY HEPPNER *v.* THE UNION PACIFIC CO.

This was a complaint for refusing petitioner side-track privileges at his warehouse in the town of Heppner. The following are the official papers and correspondence in relation to the matter:—

HEPPNER, OREGON, May 20, 1892.

*Henry Heppner, Petitioner, v. The Union Pacific Railway Co., Respondent.*

*Hon. Board of Railroad Commissioners—*

The petition of Henry Heppner, respectfully shows:

First—That he is a resident of the town of Heppner, in the county of Morrow, and the State of Oregon, and is now engaged in the business of buying and selling wool, grain and other produce, receiving and forwarding freight, and doing a general warehouse business in the said town of Heppner.

Second—That the said town of Heppner is the terminus of the Heppner branch of the Union Pacific Railway Company, and that said town is the nearest point on any railroad for the shipment of the produce and receiving goods and merchandise for the greater portion of the county of Morrow and large portions of the counties of Grant, Gilliam, and Harney, and that during the year 1891 there were received from the said counties at the said town of Heppner 2,325,000 pounds of wool, more than 60,000 bushels of wheat for shipment over the said branch of said Union Pacific Railway Company.

Third—That all of the said 2,325,000 pounds of wool and 60,000 bushels of wheat, and all of the goods and merchandise were shipped and received through the warehouse of the Morrow County Land & Trust Company, a corporation doing business in the said town of Heppner.

Fourth—That your petitioner, in order to carry on successfully his business, purchased grounds for a warehouse and necessary sidetracks, and erected thereon a large commodious fire-proof warehouse at an expense of more than six thousand dollars.

Fifth—That your petitioner's warehouse is situated a distance of 150 feet from the main line of the said Heppner Branch, and about 30 feet from the center of said main line, if the same be extended on the same tangent at the terminus of the said branch of said railway company.

Sixth—That upon the completion of the said warehouse, your petitioner requested the said Union Pacific Railway Company to construct a sidetrack to said warehouse, at the same time your petitioner offered and agreed to furnish all the necessary rights of way, material, and labor in the construction of the sidetrack, and that the said railway company refused to construct the said sidetrack, and still refuses to construct the same; and your petitioner is still



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willing and will agree to furnish the said ground, right of way, material and labor for the sidetrack if the said railway company will construct or permit the same to be constructed.

Seventh—That it is necessary for the convenience and accommodation of the public, in the transportation of freight, and in having competition in the buying and selling of wool, grain, and other produce, in receiving and forwarding goods and merchandise, and in the warehouse business generally, and in the mode of operating the said branch of the said railway company, and in conducting its business, that the said sidetrack be constructed.

Wherefore your petitioner prays: (1) That this honorable Board of Railroad Commissioners proceed to hear and determine the matters speedily, herein alleged, in such manner as to do justice in the premises; (2) that if the said matters herein alleged are found to be true, (3) that the said Union Pacific Railway Company be required to construct the said sidetrack forthwith, or show cause why the same should not be constructed.

And your petitioner will ever pray.

HENRY HEPPNER,  
Petitioner.  
FRANK KELLOGG,  
Attorney for Petitioner.

STATE OF OREGON, }  
COUNTY OF MORROW: } ss.

I, Henry Heppner, being first duly sworn, depose and say that I am the petitioner in the foregoing petition, and that the matters therein alleged are true as I verily believe.

HENRY HEPPNER.

Sworn and subscribed to before me this 20th day of May, A. D. 1892.

FRANK KELLOGG,  
Notary Public for Oregon.

[SEAL.]

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 8, 1892. }

*Mr. E. McNeill, Gen. Supt. U. P. R. R. Co., Portland, Oregon—*

DEAR SIR: I hand you herewith the complaint of Henry Heppner of Heppner, Oregon, complaining of the Union Pacific Railway Company, and charging lack of sidetrack facilities to his warehouse, and the refusal of your company to construct the same. As Mr. Heppner agrees to furnish the right of way and all material and labor necessary for the construction of said sidetrack, and as his warehouse is within 150 feet of your main line, this Board respectfully requests that your company furnish the proper trackage facilities without further delay.

You are hereby requested to file an answer to the within complaint on or before June 20, 1892.

By order of the Board.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

UNION PACIFIC RAILWAY COMPANY, }  
ATTORNEY'S OFFICE,  
PORTLAND, OREGON, 1892. }

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: The Oregon Short Line & Utah Northern Railroad Company, part of the Union Pacific System of railways, comprised in part by the Union Pacific Railway Company and others to whom has been referred the

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petition of Henry Heppner, as above entitled, together with a letter of the clerk of the said Board, of June 8, 1892, in regard thereto, respectfully shows to the Board that the sidetrack to the warehouse of the petitioner, and in the petition referred to, is under process of construction, and is to be and will be completed as rapidly as the same can be completed; and this respondent, answering the petition, says that further or other order of the honorable Board of Railroad Commissioners in relation thereto, other than that of June 8, 1892, certified by the clerk of the Board, is unnecessary, for that this respondent will complete the sidetrack in accordance with the said petition, and as above stated the same is now under process of construction.

Wherefore, this company, answering the petition, respectfully submits that this be received as an answer thereto, and prays whether or not further or other order is necessary, or whether or not further or other answer thereto is necessary.

W. W. COTTON,  
ZERA SNOW,  
Attorneys for Oregon Short Line & Utah Northern.

HEPPNER, OREGON, June 20, 1892.

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: In the matter of the complaint of *Henry Heppner v. U. P. Ry.*, filed on the 1st inst., I take great pleasure in informing you that the railway company has constructed the sidetrack prayed for in the complaint, and therefore ask that the same be dismissed. My client desires me to express his sincere thanks for your promptness in the matter and obtaining the relief prayed for.

Very respectfully,

FRANK KELLOGG.

H. D. YETT *v.* THE SOUTHERN PACIFIC CO.

Petitioner alleged that he had been overcharged in the matter of a shipment of lambs from Yoncalla to East Portland on June the 8th, and that the company had refused to make reparation. The following correspondence will show what was done in the matter:—

YONCALLA, OREGON, June 17, 1892.

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: I send you a letter which you will understand that S. P. R. R. Co. has charged double first-class rates on a shipment of lambs, and say they will refund half of it some time. I want it looked into to know why they have made the charge, when it is well known that I am a regular shipper over their line. Such a state of affairs is outrageous.

Please let me hear from you in regard to the matter.

Respectfully yours,

H. D. YETT.

PORTLAND, OREGON, June 15, 1892.

*H. D. Yett, Yoncalla, Oregon —*

DEAR SIR: Immediately on receipt of yours dated June 14th, we called on the parties to whom we sold the lambs and showed them your letter. Their reply was, they did not believe the lambs ever weighed 1,268 pounds, as they

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could not have lost over 5 pounds each, unless you had them up all day before shipping. You know the train should have been here in the morning; it did not arrive until some time in the night, it being over 12 hours late. They were not weighed until the next day, which would make, provided you had them up expecting the train to be on time, about 48 hours. In that case they would lose from 8 to 10 pounds each. The parties to whom we sold brought up two men that say they will make affidavits that when the lambs were weighed, and the weight called out, they expressed surprise at their weighing just 1,000 pounds, and were called to the scales to see for themselves, which they did.

Inclosed we hand you statement of the parties to whom we sold the lambs. We have done everything possible for us to do; do not think could make out a case against them as they seem fortified with an abundance of proof. We are very sorry the consignment had not been something we could weigh ourselves. The weight is not the only trouble we have had. The railroad company charged double rates, which we had to pay with the promise that half the money should be refunded sometime. You know what that means — six months or a year.

Yours truly,

J. C. DOLAN & CO.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 29, 1892. }

*Mr. R. Koehler, Manager S. P. Co., Portland, Oregon —*

DEAR SIR: Herewith enclosed please find a complaint from Mr. H. D. Yett of Yoncalla complaining against the Southern Pacific Company for an overcharge on a shipment of lambs from Yoncalla to Portland, together with a communication from J. C. Dolan & Co., commission merchants of Portland, on the same subject. Kindly file your answer to this complaint on or before July 5, 1892, the next regular meeting of the Board, so that the Commissioners may act upon the same at that time.

Yours truly,

FRANK J. MILLER,  
Clerk of the Board.

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON, }  
PORTLAND, OREGON, July 1, 1892. }

*To the Honorable Railroad Commissioners, Salem, Oregon —*

GENTLEMEN: In answer to communication of June 29th, of the clerk of your Board, advising me of the complaint of H. D. Yett of Yoncalla, I beg to say: While this complaint is so indefinite that we cannot with absolute certainty say to what particular transaction it refers, we have every reason to believe that it refers to a shipment from Yoncalla to East Portland June 8th. It appears that a few crates of lambs have been shipped without the consignor executing stock contract; and in the absence of such a contract the double first-class rate applied. Reclamation for overcharge was made, and the matter has been examined into with all reasonable dispatch. Owing to the fact that our agent at Yoncalla may probably have omitted to call the attention of the shipper to the desirability of executing a stock contract, and thus insure lower rates, the matter had been adjusted before arrival of your communication. Mr. Yett has been shipping like freight over our road for a considerable length of time, and was aware of the fact that in order to obtain the benefit of the lower rate, shipment had to be made under stock contract.

Permit me to take exception to the statement in the letter of Mr. J. C.

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Dolan & Co. It is our aim and practice to adjust any differences between our customers and the company as speedily as this can be done.

Respectfully yours,

R. KOEHLER,  
Manager.

The Board was informed that the matter had been settled to the satisfaction of Mr. Yett.

**E. J. THURMAN v. THE SOUTHERN PACIFIC COMPANY.**

On June 6, 1892, Mr. E. J. Thurman complained of defendant for not supplying a cattle-guard on the line of the Oregonian Railway. The subjoined correspondence shows that the matter was brought to a successful ending to both parties:—

SILVERTON, OREGON, June 6, 1892.

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: I wish to notify you of the fact that there is wanted to be built a cattle-guard on the Woodburn-Springfield road near Silverton. One was built there when the road was first constructed, but for some cause was removed. For the protection of our crops it is needed soon on the line between me and Mary Davis, one mile south of Silverton. I have been for two months trying to get them to do something, but they don't respond. Now see to this matter soon, and oblige

Yours,

E. J. THURMAN.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, June 8, 1892.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: This Board is in receipt of a complaint, dated June 6, 1892, from E. J. Thurman of Silverton, Oregon, complaining of the Oregonian Railroad Company, alleging the abandonment and removal of a cattle-guard, originally laid in the line at the point of intersection where the line crosses from the land of Mary Davis to Thurman's land, near Silverton. Please have the matter looked up and report to this office what if anything will be done about it.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON,  
PORTLAND, OREGON, June 17, 1892. }

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: In answer to your favor of June 8th, in reference to complaint of Mr. E. J. Thurman, I beg to say the following: The enclosed sketch shows the land of Mr. Thurman traversed by the railroad line. We have a sixty-foot right of way, thirty feet on each side of the center. There was no cattle-guard at the point in question when we became the owners of the road. There is nothing shown in the deed requiring the company to put in a cattle-

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guard. You will please notice that the triangular piece cut off is very small in area. A cattle-guard is always a dangerous place, and they ought to be avoided where possible. We have offered to Mr. Thurman to pay him a reasonable sum for the small triangular piece cut off. It contains .385 acres, and I hereby offer to pay therefor \$15, which is at the rate of about \$40 per acre.

Yours truly,

R. KOEHLER,  
Manager.

Map enclosed.

OFFICE OF THE RAILROAD COMMISSIONERS,  
SALEM, OREGON, June 29, 1892.

*Mr. E. J. Thurman, Silverton, Oregon—*

DEAR SIR: As you were informed on the 8th inst., your complaint of the removal of a cattle-guard on the line of the Woodburn-Springfield branch of the S. P. Co. on the line between the land of Mary Davis and yourself, was referred to Manager Koehler, of the S. P. Co. I enclose you herewith a copy of Mr. Koehler's answer. As the land involved in this controversy is of small value, we would advise that the matter be compromised. Kindly advise the Board of your conclusion in the premises.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

SILVERTON, OREGON, June 30, 1892.

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: Your favor of June 29th is at hand, and in reply will say the company is right in one respect—there was no cattle-guard there when they bought the road, and the reason why the deed of right of way from me does not demand a cattle-guard is this: I never was spoken to by any one in reference to putting a railroad across my land when the road was completed. My fence is not very good where it stands, and I do not want to repair it on the right of way, and my crop is already bothered with stock. I cannot live by buying land and selling for less than cost. They say cattle-guards are dangerous. I know that to be the case; and what I offer my land for, \$25, is less than what they can build and keep up cattle-guards for.

Yours respectfully,

E. J. THURMAN.

SILVERTON, OREGON, August 2, 1892.

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: My last to you of some time ago being without reply, I will further say right now—and you may notify Koehler if you wish—that is this: The time will be out the 15th of this month for taking the proposed price for my land, \$25, for the tract. My attorney tells me the law will make the company build a cattle-guard, and that will be settled after the 15th.

Yours respectfully,

E. J. THURMAN.

P. S.—You, as Commissioners, must have some power over the company; and we will look to you for protection in this matter. In yours to me was some advice; it might be good, but I have my advice paid for, and I can't take yours.

E. J. T.

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OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 2, 1892.

*Mr. E. J. Thurman, Silverton, Oregon —*

DEAR SIR: Referring to your complaint against the S. P. Co. for not putting a cattle-guard at a point where the right of way of said company cuts the dividing line between your line and that of Mary Davis; this Board has looked over the records of deeds for Marion county on the subject, and find that there is no provision in any of said deeds of right of way to the Oregonian Company establishing or promising any cattle-guard at said point. There is no law that we know of which will compel the company to construct one. It costs about \$20 to build a cattle-guard. You ask \$25 for the small piece of land cut off, and Mr. Koehler has tendered you \$15. We would recommend that you meet Mr. Koehler on a \$20 consideration and thus settle the matter. Please answer.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 2, 1892.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon —*

DEAR SIR: We have endeavored to settle the cattle-guard controversy between your company and Mr. E. J. Thurman, by recommending that you meet on a \$20 consideration to be paid by the company for the small fraction of land involved. Mr. Thurman informs the Board that he sold the land and then re-purchased it at a cost of \$50 per acre. As it will cost about \$20 to construct a cattle-guard we would advise that you settle the matter as above. Please answer if this will be acceptable.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

SILVERTON, OREGON, August 8, 1892.

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: Your recommendation of August 2d is at hand, and in reply will say I will accept the \$20 proposition made by you in settling with the railroad company only to save further trouble.

Yours truly,

E. J. THURMAN.

Let me know soon.

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON,  
PORTLAND, OREGON, August 4, 1892. }

*Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon —*

DEAR SIR: In answer to your communication of August 2d, I beg to say that, in accordance with your suggestion, we are willing to make the concession, and will pay to Mr. Thurman \$20 for a deed to the land in question. I suppose I shall be notified through you whether Mr. Thurman accepts.

Yours truly,

R. KOEHLER,  
Manager.

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OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 26, 1892.

*Mr. E. J. Thurman, Silverton, Oregon —*

DEAR SIR: Your favor of the 8th current, in which you express your willingness to accept \$20 in settlement of the matter in controversy between yourself and the Southern Pacific Company, is at hand. Absence from the city has prevented an earlier reply. The Board has received a letter from Mr. R. Koehler, manager Southern Pacific Company, in which he agrees to pay you \$20 for the land. We will advise him of your acceptance, and you will doubtless receive the money in a short time.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 26, 1892.

*Mr. R. Koehler, Manager S. P. R. Co., Portland, Oregon —*

DEAR SIR: Referring to your favor of the 4th inst., in which you agree to pay E. J. Thurman \$20 for a small fraction of land, thereby obviating the necessity for a cattle-guard, Mr. Thurman has notified this Board of his willingness to accept the same. We have notified him of your agreement to settle on the above basis, and that the papers will be sent him for making a proper deed, accompanied by the money.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

IN RE E. J. HOFER v. THE SOUTHERN PACIFIC COMPANY.

Mr. E. J. Hofer of the *Capital Journal* submitted an expense bill he had paid, in which was an item "State bill," which he wished explained. The expense bill and Mr. Koehler's answer will sufficiently explain the charge:—

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON,  
PORTLAND, OREGON, September 8, 1891. }

*Hon. G. W. Colvig, Chairman Railroad Commission —*

DEAR SIR: In answer to your favor of September 7th, and returning herewith papers attached thereto, I beg to say that all wharves in San Francisco are owned by the State of California, which levies a toll on all goods going over the same, the railroad company using the State wharves.

Respectfully yours,

R. KOEHLER,  
Manager.

One enclosure.

\* PAY NO CHARGES THAT ARE NOT ENTERED ON THIS BILL.

LOCATION

*Salem.*

No. 55118

EXPENSE BILL.

Pro. No.

Date W. B.,

*August 22*

W. B. No. *J 3678*

Car No. *442*

M.

*August 26, 1894.*

*Cop. Journal*

To SOUTHERN PACIFIC COMPANY. Dr.

For Transportation of Merchandise From

*San Francisco*

CONSIGNEE

*American Press Ass'n.*

WEIGHT. RATE. AMOUNT.

*1 Box Plates*

*100 130 130*

Advances - -

State Toll -

Total - -

*5*

REC'D PAYMENT FOR THE COMPANY.

Storage - -

Undercharge

*W. W. Skinner, Agent.*

\* No damages will be allowed after the goods leave this Depot, unless by consent.

*1 35*

THIS EXPENSE BILL MUST NOT BE DETACHED UNTIL FREIGHT IS RECEIVED FOR.



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## IN RE THE "STATE UNIVERSITY RATE."

The act of 1891 makes it the duty of the Board to examine all schedules of charges, and among other requirements it is charged with the duty of seeing whether any discrimination is made in favor of the people of one locality or against the people of a locality. In the examination of passenger tariffs in use on the lines of the Southern Pacific Company, it was found that special rates Nos. 1 and 2, granted to the students, teachers, and faculty of the State University at Eugene, permitted those persons to travel over the lines of the company at reduced rates. No valid reason was apparent for such concession in favor of the State University as against all other State institutions of learning. The following correspondence will show what action was had in the matter:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, July 16, 1891. }

*Mr. R. Koehler, Manager S. P. Co., Portland, Oregon—*

DEAR SIR: It appears from an examination of your passenger tariffs, that under your special tariffs Nos. 1 and 2 you allow one-third off the regular rate to or from Eugene to and from all points on your main line in Oregon, account of the State University, to teachers, students, and faculty. Is not this a discrimination against the State Agricultural College at Corvallis, and the State Normal School at Monmouth? Each of the institutions named is a State institution, and it would seem that each ought to have the same rights in regard to transportation. Please inform the Board if you have any reasons for not extending the rate to all alike.

Yours, etc.,

G. W. COLVIG,  
Chairman.

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON, }  
PORTLAND, OREGON, July 21, 1891. }

*Hon. G. W. Colvig, Chairman Railroad Commission—*

DEAR SIR: In answer to your communication of July 16th, regarding reduced rates to students and teachers of the State University, as provided by special tariffs Nos. 1 and 2, I beg to say that when these rates were made, a number of years ago, I was under the impression that the Corvallis College was no State institution. I now see that I was mistaken, and that the Monmouth Normal School was likewise made a State institution by act of the legislature of 1891. I have, therefore, to admit that discrimination exists and that this should be remedied. Being desirous to assist in promoting the growth of these institutions, and believing that this might be done by permitting reduced fare to the students for their vacation trips, and going to and from the institutions, I beg to say that we would be willing to modify the special rates so as to make them applicable to the students of all of the three State institutions; provided, however, that your honorable board should concur in the view that in allowing this privilege to students of these three institutions and not to others, be they State, municipal, or private institutions or of other character, or in our not extending it to teachers, no discrimination is practiced.

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If you agree with this, we will get up another schedule for approval. Should, however, this modification not meet your views, we shall be compelled to revoke the reduced rates now in force.

Respectfully yours,

R. KOEHLER,  
Manager.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, July 22, 1891. }

*Hon. Geo. E. Chamberlain, Attorney-General, Salem, Oregon —*

DEAR SIR: In the matter of certain reduced rates to students of the State University, Mr. Koehler concedes that our point was well taken, that such reduction was a discrimination against the Agricultural College and the State Normal School at Monmouth, and expressed himself as willing to extend the rate to the two last-named colleges, provided it would not be a discrimination against other private or chartered schools of the State. He leaves it to the Board to say whether it would be a discrimination. If so, he will cancel the University rate. Please give your opinion whether this would be unlawful discrimination.

G. W. COLVIG,  
Chairman.

OFFICE OF ATTORNEY-GENERAL, }  
SALEM, OREGON, July 22, 1891. }

*Hon. G. W. Colvig, Chairman Railroad Commission, Salem, Oregon —*

DEAR SIR: I am in receipt of your favor of this date, asking my opinion as to whether it would be an unlawful discrimination for a railroad company in this State to grant certain reduced rates to the students of the University at Eugene, the Normal School at Monmouth, and the Agricultural College at Corvallis, and to withhold the same special rating from other universities and schools within the State. I am of the opinion, that however desirable it might be to procure special rates for the benefit of the students of the schools named, the course suggested would be an unwarrantable discrimination against the many institutions of learning in the State, whether private or otherwise, which are so unfortunate as to be deprived of State aid through no fault of theirs. The statute provides "that it shall be unlawful \* \* \* to charge or receive from any person or persons any greater or less rate \* \* \* than is \* \* \* charged to or received from any other person or persons for like or contemporaneous services," etc.

I think the discrimination suggested would come within the strict letter of the law, and is prohibited by it.

Yours respectfully,

GEO. E. CHAMBERLAIN,  
Attorney-General.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, July 23, 1891. }

*Mr. R. Koehler, Manager S. P. Co., Portland, Oregon —*

DEAR SIR: In answer to yours of July 21st, concerning the special rate to the State University at Eugene, after having the opinion of the Attorney-General as to whether or not such a rate to all State schools would be a discrimination against other private and public colleges and academies, the Board has to say, that such special rates would be unlawful discrimination; but should you extend the rate to all academies, colleges, and universities in

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the State, the same would be lawful. Believing that such a rate would not seriously affect the revenues of your road, and that the same would help out many young people who are struggling for an education, we therefore recommend that you make a similar rate to students only, going to and returning from every chartered institution of learning in the State of Oregon, when such travel is on your lines. The enclosed list, taken from the report of the Superintendent of Public Instruction, should embrace all the schools entitled to such rate.

G. W. COLVIG,  
Chairman.

TABLE I.—LIST OF COLLEGES, ACADEMIES, ETC., IN OREGON.

NOTE.—The list given below presents the names and location of all the chartered institutions of learning in this State, including the universities, colleges, seminaries, academies, and private schools. Several of these schools have been closed during the past two years, and hence no information respecting the same has been secured for this report.

<i>Name.</i>	<i>Town.</i>	<i>County.</i>
Academy of the Sacred Heart.....	Salem.....	Marion.
Academy of the Holy Names.....	East Portland.....	Multnomah.
Albany Collegiate Institute.....	Albany.....	Linn.
Ascension Seminary.....	Cove.....	Union.
Bethel Academy.....	Bethel.....	Polk.
Bishop Scott Grammar School.....	Portland.....	Multnomah.
Blue Mountain University.....	La Grande.....	Union.
Columbia Business College.....	Portland.....	Multnomah.
Drain Academy.....	Drain.....	Douglas.
Friends' Pacific Academy.....	Newberg.....	Yamhill.
Grace Church Parish School.....	Astoria.....	Clatsop.
Independent German School.....	Portland.....	Multnomah.
Jefferson Institute.....	Jefferson.....	Marion.
La Creole Academy.....	Dallas.....	Polk.
Leighton Academy.....	Cove.....	Union.
Linnean Academy.....	Harrisburg.....	Linn.
McMinnville College.....	McMinnville.....	Yamhill.
Mt. Angel College.....	Mt. Angel.....	Marion.
Philomath College.....	Philomath.....	Benton.
Portland Business College.....	Portland.....	Multnomah.
Santiam Academy.....	Lebanon.....	Linn.
St. Michael's College.....	Portland.....	Multnomah.
St. Mary's Academy.....	Portland.....	Multnomah.
Sacred Heart School.....	Portland.....	Multnomah.
St. Joseph's School.....	Portland.....	Multnomah.
St. Mary's Academy.....	The Dalles.....	Wasco.
St. Mary's Academy.....	Jacksonville.....	Jackson.
St. Paul's Academy.....	St. Paul.....	Marion.
St. Scholastica's Academy.....	Gervais.....	Marion.
St. John's Academy.....	Oregon City.....	Clackamas.
St. Joseph's Academy.....	Pendleton.....	Umatilla.
State Agricultural College.....	Corvallis.....	Benton.
State University.....	Eugene City.....	Lane.
State Normal School.....	Monmouth.....	Polk.
State Normal School.....	Ashland.....	Jackson.
State Normal School.....	Drain.....	Douglas.
State Normal School.....	Weston.....	Umatilla.
Umpqua Academy.....	Wilbur.....	Douglas.
Verboots School.....	Cornellus.....	Washington.
Willamette University.....	Salem.....	Marion.
Wasco Independent Academy.....	The Dalles.....	Wasco.

*Complaints, Decisions, and Investigations for 1892.*

SOUTHERN PACIFIC COMPANY, }  
 MANAGER'S OFFICE, LINES IN OREGON,  
 PORTLAND OREGON, July 24, 1891. }

*Hon. G. W. Colvig, Chairman Railroad Commission—*

DEAR SIR: I beg to acknowledge receipt of your favor of July 23d by which you advise me that the Attorney-General has given you an opinion that it would be discrimination against other private and public colleges to issue reduced rates to the three colleges named only. The appended list of colleges, academies, etc., in Oregon being chartered institutions, contains such a great number of schools at various places that it will be impossible for us, so it seems to me, to introduce a system of reduced rates applicable to all, surrounding such a measure with the necessary check and rules for supervision, and I feel, therefore, compelled to discontinue our former practice. I will, however, communicate with the general management on the subject.

Respectfully yours,

R. KOEHLER,  
 Manager.

IN RE WALKERS STATION ON S. P. CO'S LINE.

OFFICE OF THE RAILROAD COMMISSION, }  
 SALEM, OREGON, March 10, 1892. }

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: Mr. Francis Smith of Walkers station, complains to the Board that there is no platform or depot at that point, and claims the people who do business there are entitled to some facilities. Please furnish the Board with a statement of the volume of business done at that station and the probable cost of erecting a platform or other station facilities at that place.

Respectfully yours,

F. J. MILLER,  
 Clerk of the Board.

WALKER, OREGON, February 28, 1892.

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: I wish to call your attention to the fact that we have no depot or platform at this place; that we have asked the railroad company to put in some accommodations for handling freight and for the convenience of passengers, and they have neglected to do so. This is a station on the S. P. R. R.

We wish to ask your honorable body to take some action in this matter.

Very respectfully,

FRANCIS SMITH.

SOUTHERN PACIFIC COMPANY, }  
 MANAGER'S OFFICE, LINES IN OREGON,  
 PORTLAND, OREGON, March 18, 1892. }

*Honorable Board of Railroad Commissioners—*

GENTLEMEN: In compliance with request contained in communication of your clerk of March 10th, I beg to hand you herewith a letter just received from our general auditor, on the subject of the business at Walkers station. Please note therefrom that there were 40 tons of wheat shipped, which no

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doubt came from Mr. Walker's warehouse; that the shipments of freight received at that point consisted of telegraph poles, which were for the use of the Western Union Telegraph Company in rebuilding its line, and of 8 tons of merchandise; that during the entire year 276 passengers boarded the trains at Walker station, or an average of 23 passengers per month, which is less than one passenger per day; and that they traveled for short distances, as shown by the average receipt per passenger being less than one dollar. Walkers station is merely a flag station. It was made so because of the warehouse located at that point, and we believe that the present facilities offered are in keeping with the returns, and that no demand exists for any additional facilities. Mr. Smith, I understand, has parceled off some of his ground, a little store has started, and there seems to be now a strife as to where the train should stop—whether at the old point, to wit, the location of the warehouse, or at the crossing of the county road, where the store is located. I estimate the cost of a passenger platform at \$40, the cost of a freight platform at \$50.

Respectfully yours,

R. KOEHLER,  
Manager.

Enclosure.

SOUTHERN PACIFIC COMPANY, }  
OFFICE OF THE GENERAL AUDITOR, }  
SAN FRANCISCO, March 16, 1892. }

*Mr. R. Koehler, Manager S. P. Co., Portland, Oregon—*

DEAR SIR: In compliance with your request of the 12th inst., to furnish you with statement for one year showing the business at Walkers station, I have to submit the following: Freight forwarded from that point during the year 1891, 40 tons, freight charges, \$132; freight received at that point during the year 1891, 94 tons, freight charges, \$64.80. The freight forwarded consisted of wheat in carload lots; freight received consisted of 86 tons of telegraph poles in carload lots, and 8 tons of merchandise in less than carload lots. The passenger business from Walkers station during the year 1891, as shown by conductor's cash fare collections, is as follows: 276 passengers; fares collected from same, \$215.66. Total freight and passenger business for the year 1891 at Walkers station, \$412.46.

Yours truly,

E. C. WRIGHT,  
General Auditor.

IN RE A DEPOT BUILDING AT TOLEDO, ON THE O. P. R. R.

On January 7, 1891, the former Board of Commissioners made a finding in relation to the matter of depot and station facilities at Toledo, which resulted in a recommendation that the company construct a suitable building at that station. Mr. William Hoag, the manager of said company, filed with the Board a statement of business transacted at that station during the year 1890, and stated that some questions touching the site for the depot were in litigation, and that the company preferred to wait until the court passed on the same before commencing the structure, as will be shown by the accompanying statement and letter:—

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OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 7, 1891.

Mr. Wm. Hoag, General Manager O. P. R. R. Co., Corvallis, Oregon—

DEAR SIR: Will you kindly cause a statement to be made to this Board of the freight and passenger business originating and collected at Toledo, on the line of your road, during the year 1890? Please advise the commission what action, if any, has been taken by your company for the erection of proper station buildings at Toledo, and the cause of the delay in construction.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

OREGON PACIFIC RAILROAD COMPANY, }  
GENERAL MANAGER'S OFFICE,  
CORVALLIS, OREGON, May 12, 1891. }

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: Referring to the letter from your clerk, Mr. F. J. Miller, of the 7th inst., requesting me to cause a statement to be made to your Board of the freight and passenger business originating and collected at Toledo on the line of this road, you did not specify the time over which such statement should extend; but, having assumed that a return for the year 1890 would meet your wishes, I have given instructions to have that statement made, and it will be sent to you as soon as possible.

I believe you were advised that several property holders at Toledo had trespassed on the right of way of the company there, and had placed buildings in such close proximity to the track as to prevent the carrying out of the company's plans for the station building, because standing across the line of the switch track of the proposed station. Legal proceedings have been taken by the company to determine the right of the question, and will probably be brought to a hearing in the circuit court at the special term in June. Since the company acquired the land for this special purpose and went to a considerable expense in grading and leveling the site, the company prefers to wait the necessary time for the circuit court to decide the legal question involved before finally locating the proposed depot.

Yours respectfully,

WM. M. HOAG,  
Manager.

OREGON PACIFIC RAILROAD COMPANY, }  
GENERAL MANAGER'S OFFICE,  
CORVALLIS, OREGON, May 15, 1891. }

*Hon. Board of Railroad Commissioners—*

GENTLEMEN: In further reply to the letter from the clerk of your Board, dated May 7th, requesting me to cause to be made to the Board a statement of the freight and passenger business originating and collected at Toledo, on the line of this road, I beg to enclose the statement in question, duly certified by Mr. C. C. Hogue, auditor.

Very respectfully,

WM. M. HOAG,  
Manager.

*Complaints, Decisions, and Investigations for 1892.*

## STATEMENT OF BUSINESS TO AND FROM TOLEDO

During the year 1890.

Month.	To Toledo —		From Toledo —	
	Passenger.	Freight.	Passenger.	Freight.
January .....	\$ 76 58	\$ 91 31	\$ 43 67	\$ 1 40
February .....	62 40	78 14	67 08	3 26
March .....	93 99	113 11	100 55	20 65
April .....	215 08	141 14	141 65	10 05
May .....	179 18	195 17	160 73	6 58
June .....	160 89	91 36	124 13	2 00
July .....	115 62	179 85	113 51	2 60
August .....	96 95	167 76	89 03	75
September .....	95 90	251 47	111 92	2 13
October .....	177 24	183 14	48 55	27 36
November .....	144 21	138 56	151 15	137 52
December .....	143 29	120 11	129 40	33 74
Total .....	\$ 1,561 33	\$ 1,746 12	\$ 1,281 32	\$ 248 03
Total to Toledo .....				\$ 3,307 45
Total from Toledo .....				1,529 35
Total for the year .....				\$ 4,836 80
Less one half for general average .....				2,418 40
Average net business .....				\$ 2,418 40

C. C. HOGUE, Auditor.

Nothing further was done concerning the matter until October, 1891, when the following petition was received :—

TOLEDO, OREGON, October 30, 1891.

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: We wish to call your attention to the fact that your order of January 7, 1891, directed to the Willamette Valley Railway, regarding depot buildings at Toledo, has been wholly neglected by said company, and that at the present time our freight is left in the weather and mud, and our business has gained in volume nearly one-fourth during the past year, and there is over 1,800 tons of freight received and shipped from this point annually. If it is within the power of the Board to cause the company to erect such buildings as would protect property from the weather, you would be doing a great favor to the public.

By request of citizens.

Very respectfully,

B. F. JONES.

OFFICE OF THE RAILROAD COMMISSION, )  
SALEM, OREGON, November 3, 1891.

*Mr. B. F. Jones, Toledo, Oregon —*

DEAR SIR: Your favor of the 30th to the Board is received and contents noted. We have had considerable correspondence with the manager of the

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Oregon Pacific Railroad regarding the necessity of a depot at Toledo. Under date of May 12, 1891, Mr. William Hoag writes that several property holders at Toledo were trespassing on the right of way of the company at that place by placing buildings in such close proximity to the track as to prevent the carrying out of the company's plans for the erection of station buildings; said buildings standing across the line of the switchtrack of the proposed station. He also says legal proceedings have been commenced to determine the right of the questions involved therein, which will probably be brought to a hearing in the June term of court now past. He also says that since the company acquired the land for this purpose, and went to considerable expense in grading the grounds, it prefers to wait the determination of these legal questions before finally locating the buildings. We have heard nothing from the company lately on the subject. In accordance with the following resolution, passed at the session of this Board yesterday, I will immediately write Mr. Hoag to comply with its requirements:

*"Resolved,* That the clerk be and is hereby instructed to again call the attention of the manager of the W. V. & C. R. R. Co. to the necessity for a depot building at Toledo station, and urge him to take immediate steps to construct the same."

This Board realizes your people's anxiety, and the disadvantages you labor under for want of proper buildings, and will do all in its power to grant you relief.

By order of the Board.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, November 3, 1891.

*Mr. Wm. M. Hoag, General Manager O. P. Co., Corvallis, Oregon—*

DEAR SIR: Under date of May 12, 1891, you informed this Board that your company had begun proceedings to determine the right to certain property at Toledo destined for depot grounds, and that a hearing would probably be had at the June term of the circuit court. Kindly inform this Board of the status of the case. We are in receipt of another complaint from the citizens of Toledo, under date of October 30, 1891, that nothing has been done to relieve the necessities of citizens in this matter, and that freight is allowed to remain in the rain to its serious detriment. I am directed by the Board to again urge upon you the necessity for proper station buildings at this place. Hope is expressed by the Board that this matter will be attended to at once, and that good and sufficient buildings will be erected at this station without further interference or intervention on the part of the Commission.

By order of the Board.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

No answer to the last letter was ever received. Early in the spring of 1892, the company became involved in serious financial difficulties, and was placed under receivership, and has not since the said date been in condition to pay the ordinary expenses of operation, or at least is and has been several months behind in paying its expenses. The Board considered that it would be unwise to commence any proceedings looking to an enforcement of its order to erect said building when the company could so easily establish its almost bankrupt condition, which, in the opinion of the Board,



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would be a complete answer to any complaint which could be drawn to enforce its order.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, October 7, 1891. }

In the matter of the killing of an unknown man at Harrisburg by the Southern Pacific Company's south-bound freight train No. 10, August 19, 1891.

This case coming on to be heard, after a careful examination of all the testimony in the case, the Commission makes the following findings, to wit: That at or about 9:45 P. M. on the 19th day of August, 1891, an unknown man came to his death by being run over by freight train No. 10 of the Southern Pacific Company, at Harrisburg, Linn county, Oregon; that the killing was the result of the said unknown man's carelessness, and that the Southern Pacific Company and its employes are free from blame in the matter.

G. W. COLVIG,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, October 7, 1891. }

In the matter of the killing of Jas. W. Hamilton by the Southern Pacific Company's passenger train No. 16, at Central Point, on September 25, 1891.

This case coming on to be heard, after hearing the testimony of Commissioner G. W. Colvig, who was an eye-witness to the occurrence, the Commission makes the following findings, to wit:

1. That James Wooley Hamilton came to his death by being run over, at Central Point, Jackson county, Oregon, on the line of the Oregon & California Railroad, about 9 A. M. September 25, 1891, by the Southern Pacific Company's passenger train No. 16.

2. That he deliberately placed himself upon the track and immediately in front of the engine, when the said train No. 16 was moving at the rate of about six or eight miles an hour.

3. That the engineer of said train blew his whistle to warn him of his danger, but he persisted in remaining on the track; that the engineer reversed his engine and applied the airbrakes, but was unable to stop his train until after the man was run over.

4. That the Southern Pacific Company and its employes are not chargeable with negligence in said matter in any manner whatever.

G. W. COLVIG,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

*Complaints, Decisions, and Investigations for 1892.*

## OFFICE OF THE RAILROAD COMMISSION, }

SALEM, OREGON, November 4, 1891. }

In the matter of the death of Engineer J. C. Rochford, at tunnel No. 14, on the line of the Southern Pacific Railroad, on July 29, 1891.

The Board of Railroad Commissioners of the State of Oregon, after hearing read and considering the evidence taken at Ashland, Oregon, on the 8th day of August, 1891, find that J. C. Rochford at the time of his death, on July 29, 1891, was an engineer in the employ of the Southern Pacific Company, and had charge of engine No. 240, which, assisted by engine No. 19, was pulling overland express train No. 16; that Rochford's engine was the head engine, and was entitled to manage and control the air in the running of said train; that said train broke a coupling in going through tunnel No. 14, which said tunnel is 1,156 feet in length; that twenty to twenty-five minutes were consumed in attempting to couple the train in said tunnel; that the smoke was so oppressive in the tunnel as to produce suffocation; that said engineer J. C. Rochford was overcome and either fell from his engine or got off and fell with his arm across the rail, and thereby lost his life, whether from suffocation or by being struck and run over by the engine, is not ascertained; that conductor G. E. Morgan should not have attempted to make the coupling in the tunnel, and is chargeable with negligence in so attempting; that the train was backed out of said tunnel by engineer Nelson Church of engine No. 19 without receiving any signal from the deceased that he was ready or in a condition to move his engine.

G. W. COLVIG,  
ROBERT CLOW,  
A. N. HAMILTON,  
Commissioners.

Attest: F. J. MILLER, Clerk.

Before the Board of Railroad Commissioners of the State of Oregon, in special session, held in Portland, November 7, 1891.

In the matter of the death of Thomas J. Pheney, a brakeman on the Portland & Willamette Valley Railway, killed by falling from a car at Rock Creek siding, in Washington county, Oregon, October 31, 1891.

The Board of Railroad Commissioners of the State of Oregon, after hearing the testimony of Frank Kalsch and C. N. Bennett, employes of said company and fellow servants with the deceased on the train at the time of the accident, and that of John McGuire,

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assistant superintendent of said company, and Claude Young, a citizen who was present at the time of said accident, find that the said Thomas J. Pheney came to his death by reason of the defective condition of car No. 133 of the Portland & Willamette Valley Railway; that said deceased was at the time of the accident engaged in the proper discharge of his duty, and was not guilty of any negligent conduct.

G. W. COLVIG,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, )  
SALEM, OREGON, December 15, 1891. )

In the matter of the accident to Southern Pacific Company's train No. 31 at tunnel No. 9, resulting in the death of J. Coughlin, November 29, 1891.

The Board of Railroad Commissioners of the State of Oregon, after considering the testimony of W. H. Jamieson, conductor of train No. 31, and that of James McCally and James Porter, engineers, and J. D. Huff, brakeman of said train, as taken by Commissioner Colvig at the wreck on November 29, 1891, and reported in writing to this Board, find as follows: That Southern Pacific Company's train No. 31, which was wrecked at tunnel No. 9, in Josephine county, Oregon, on November 29, 1891, at about 5 A. M., was on time at the time and place of the accident, and was running at about fifteen miles per hour; that about one fourth mile north of said tunnel the train separated by pulling out a drawhead, two cars remaining with the engine, twelve cars and the caboose being detached; that ten of the thirteen cars which separated from the engine were provided with airbrakes and three of them were without airbrakes; that the three cars without airbrakes were on the rear end of the train: that when the train parted all of the cars supplied with airbrakes were suddenly and violently stopped and the three rear cars ran into and telescoped each other; that Jack Coughlin, a brakeman in the employ of said company, on said train, was caught in the wreck and injured so that he died in thirty or forty minutes after the accident; that at the time of his death he was on O. & C. car No. 229, next to the caboose, which was the rear car; that he was in the act of going forward to his proper place on the train at the time of the accident.

It is the opinion of the Board that the said deceased would not

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have been killed had the train been properly equipped with air-brakes.

G. W. COLVIG,  
ROBERT CLOW,  
A. N. HAMILTON,  
Railroad Commissioners for the State of Oregon.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, January 5, 1892. }

In the matter of the death of J. E. Brazier, killed by a car at Marion station, Oregon, January 2, 1892.

The Board of Railroad Commissioners of the State of Oregon, after hearing the testimony of J. O. Johnson, roadmaster, E. H. Bristow, conductor, and M. Hoult, brakeman, employes of the Southern Pacific Company, who were present at the time of the accident, make the following finding of fact:—

1. That on January 2, 1892, at about 4 P. M. of said day, J. E. Brazier, while in the employ of the Southern Pacific Company as a brakeman on a work train, was run over and instantly killed by a car of the said company on a sidetrack at Marion station, in said State.

2. That said accident was not the result of any negligence on the part of the Southern Pacific Company or any of its employes, but was caused by the negligence of said deceased.

G. W. COLVIG,  
ROBERT CLOW,  
A. N. HAMILTON,  
Commissioners.

Attest: F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, January 5, 1892. }

In the matter of the accident to Union Pacific train No. 1 of December 29, 1891, two and one-half miles west of La Grande, Oregon, resulting in the death of R. E. Law, George Miller, Arthur Suman, and — Mackiski.

The Board, after having visited the wreck and after hearing read the testimony of witnesses, taken by Commissioner Hamilton, at La Grande, on December 30, 1891, make the following finding of fact:—

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1. We find from the evidence that Union Pacific train No. 1, which was wrecked on the evening of December 29, 1891, about two and one-half miles west of La Grande, Oregon, was a passenger train, pulled by engine 609, of about 50 tons' weight, and assisted by engine 1293, which was a consolidated engine of about 80 tons' weight; that engine 1293 was the head engine; and at the time of the accident the train was running from 20 to 25 miles per hour.

2. That the place where the accident occurred is on an ascending grade and on a seven or eight-degree curve; that the rails were of 56-pound steel.

3. That the tank of engine 1293, baggage and mail car, and engine 609, were derailed and thrown from the grade down the embankment, and that engineer R. E. Law and George Miller, his fireman, were instantly killed by being crushed in the wreckage, and that Arthur Suman and — Mackiski received injuries thereby which resulted in death shortly afterwards.

4. That the Union Pacific Company is chargeable with negligence in using, on passenger trains, engines of the weight and character of engine 1293 on any division where sharp curves abound, and where its schedule time is over 15 miles per hour, and that said wreck was caused by said negligent conduct, and said persons lost their lives by reason thereof.

G. W. COLVIG,  
ROBERT CLOW,  
A. N. HAMILTON,

Attest: FRANK J. MILLER, Clerk.

Commissioners.

OFFICE OF THE RAILROAD COMMISSION, )  
SALEM, OREGON, January 14, 1892. )

In the matter of the findings of this Board in the accident to Union Pacific train No. 1, on December 29, 1891.

*Resolved*, That the findings of this Board in the matter of the accident to Union Pacific train No. 1, December 29, 1891, near La Grande, be modified as follows: *Provided*, that the findings only referred to the use of heavy helper engines on sharp curves laid with 56-lb. steel; that it does not apply to straight-line track or track laid with heavier steel; *provided further*, that there is no objection on the part of this Board to the present schedule so long as the Union Pacific Railway Company shall hold down its passenger trains to a schedule of fifteen miles per hour when using heavy

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helper engines on sharp curves laid with 56-lb. steel or steel of lighter weight.

By order of the Board.

F. J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, {  
SALEM, OREGON, March 7, 1892. }

In the matter of the death of H. Fletcher, by being struck by an engine at Grants Pass, Oregon, January 19, 1892.

The above matter coming on to be heard, after hearing read the testimony taken by Commissioner Colvig, the Board finds as follows:

1. That H. Fletcher was struck by S. P. Co.'s engine No. 28 in charge of Engineer R. C. Morris; that the same occurred on a side-track within the yard limits of Grants Pass, in Josephine county, Oregon, at about 6:30 P. M. on January 19, 1892.

2. That said Fletcher lost his right arm thereby, and that death ensued therefrom on the succeeding day.

3. That said engine No. 28 was not moving faster than three to four miles per hour at the time, and that said accident was caused by the deceased while in an intoxicated condition, negligently attempting to cross the track in front of said engine.

4. That the S. P. Co. and its employes are not guilty of any negligence in said matter.

OFFICE OF THE RAILROAD COMMISSION, {  
SALEM, OREGON, March 7, 1892. }

In the matter of the accident to train No. 1, on the Union Pacific System, resulting in the death of Fireman W. H. Pounds and the serious injury of News Agent J. Warner.

The above matter coming on to be heard on the evidence taken by Commissioner Hamilton, the Board makes the following finding of fact:—

1. That Union Pacific train No. 1 of January 20, 1892, was derailed at 5:30 A. M. of said day at a point about half a mile east of Maxwells Siding, in Umatilla county, Oregon, causing the death of Fireman W. H. Pounds and the serious injury of J. Warner.

2. That said accident was caused by the breaking of a rail, which said rail had a flaw or defect in it not discoverable as it lay in the track; said defect consisting of an old break on the bottom of the rail.

3. That the Union Pacific Railway Company nor its employes are chargeable with negligence in the matter of said accident.

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SALEM, OREGON, April 4, 1892. }

In the matter of the death of Wm. Thurman, at Irving station, Lane county, Oregon.

The above matter coming on to be heard on the testimony taken by Robert Clow, a member of this Board, after being fully advised in said matter, as far as could be ascertained by evidence obtainable, the Board makes the following finding of fact:—

1. That William Thurman was a passenger on Southern Pacific Company's train No. 31, of March 27, 1892, from Eugene to Irving, Oregon.

2. That said train No. 31 was a regular freight train engaged in the transportation of freight and passengers.

3. That it was the duty of said company to stop its said train on said day at Irving station.

4. That said train was not stopped at said depot, but passed the same at a speed of between eight and ten miles an hour.

5. That said train was not stopped until outside the yard limits, 300 yards from said depot.

6. That said William Thurman negligently attempted to leave said train as the same passed the platform at said depot, and was thrown with such violence against the railing on said platform as to injure him, from which injuries he afterwards died.

7. That the said company is guilty of negligence in running its said train beyond said station without coming to a stop, and for the further reason of having no lights at said platform on the arrival of said train, which was at about 7:30 P. M.

8. The Board does not find whether such contributory negligence on the part of said deceased was the proximate cause of his death or not.

Attest: FRANK J. MILLER, Clerk.

G. W. COLVIG,  
Chairman.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 2, 1892. }

In the matter of the accidental killing of G. W. Dressler by a Portland & Willamette Valley Railway train, No. 26, at Elk Rock, Oregon, April 20, 1892.

The Board, after hearing the testimony of C. H. Young, engineer, J. W. Crocker, conductor, and P. F. Carman, fireman, and J. A. Taylor, watchman, and viewing the premises where the accident

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occurred, find as follows: That said deceased negligently attempted to cross Elk Rock trestle about ten minutes before train No. 26 was due at that point; that he had only proceeded part way across said trestle when he was frightened by the approach of train No. 26, and attempted to get off the track on to a projecting timber; that the engineer reasonably believed said deceased was out of danger and would stay where he was until said train should pass; that when said train was within thirty-five or forty feet of deceased he got back on the track and started to run, but fell down, and was run over and killed by said train; that said engineer used every endeavor to stop his train, but was unable to do so before striking said deceased; that said deceased was guilty of gross negligence in attempting to cross said trestle; that neither said company nor its employes are chargeable with any negligence in said matter.

G. W. COLVIG,  
Chairman.

Attest: FRANK J. MILLER, Clerk.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 2, 1892. }

In the matter of the death of E. S. Gregoire by being run over by a train of the Southern Pacific Company at Gervais, Oregon, on May 2, 1892.

The Board, after hearing the oral testimony of Frank J. Miller, clerk of the Board, who was present at the time and place of said accidental killing, and an eye-witness thereto, and being fully advised in said matter, finds as follows: That said deceased came to his death by being run over by a car attached to Southern Pacific train No. 18, of May 2, 1892, at about 11:05 A. M., of said day; that said deceased negligently attempted to get onto the forward platform of the mail car while standing at said station, and fell between said car and the engine; that while the deceased was in said position, the engineer started his train without discovering the position of said deceased; and before any of the employes of said company had any knowledge of his whereabouts or perilous position the train was moved and passed over the body of said deceased; that neither the Southern Pacific Company nor its employes are chargeable with any negligence in said matter.

G. W. COLVIG,  
Chairman.

Attest: F. J. MILLER, Clerk.



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*Complaints, Decisions, and Investigations for 1892.*

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OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 2, 1892.

In the matter of the derailment of Southern Pacific train No. 5, on April 27, 1892, near Myrtle Creek, Oregon.

The above matter coming on to be heard on the testimony of Commissioner Colvig, who visited the wreck nine hours after it occurred, the Board finds as follows: That the Southern Pacific Company's train No. 15, of April 27, 1892, was derailed at a point one and one-half miles north of Myrtle Creek, on said date, at about 10:40 P. M., seriously injuring George Calling, a fireman on said train, and also an unknown man who was riding on the platform of the mail car; also slightly injuring Richard Morris, an engineer who was in charge of the engine attached to said train at the time of the accident; that said derailment was caused by an obstruction maliciously placed on the track by some person or persons with a felonious intent; that neither said company nor its employes are chargeable with any negligence in said matter.

G. W. COLVIG,  
Attest: FRANK J. MILLER, Clerk. Chairman.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 1, 1892.

In the matter of the accidental killing of Mrs. S. A. Pruitt and two children, near Yaquina City, on the Oregon Pacific Railroad, June 5, 1892.

The Board of Railroad Commissioners, after reading the evidence heretofore taken in the above matter, and after having viewed the place of accident, make the following finding of fact:—

1. That said persons, Mrs. Effie Pruitt, her child and a child of L. P. Manning, came to their death on June 5, 1892, in Benton county, Oregon, by being struck by an engine of the Oregon Pacific Railroad Company.

2. That at the time of the accident, the said deceased and eight other persons were on a handcar, the property of said company, in charge of S. A. Pruitt, husband of said Effie Pruitt and father of one of the children killed as aforesaid.

3. That said deceased and all other persons on said handcar were there contrary to the orders of the Oregon Pacific Railroad Company.

4. That the said company nor any of its employes in charge of said train were guilty of any negligence in said matter.

G. W. COLVIG,  
Attest: F. J. MILLER, Clerk. Chairman.

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*Complaints, Decisions, and Investigations for 1892.*

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OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 2, 1892.

In the matter of the accidental killing of Fred. Ward, near Comstocks station, on June 16, 1892.

The above matter coming on to be heard, and the Board having heard the testimony of W. S. Consor, Edward Elliott, Pemelia Clark, Francis Bolton, L. Rayburn, and Stephen Willis, heretofore taken, reduced to writing and read, and having viewed the place of accident, make the following finding of fact:—

1. That said deceased came to his death on June 16, 1892, near Comstocks station, in Douglas county, Oregon, by being run over by Southern Pacific Company's train No. 18, which said train was in charge of W. S. Consor, conductor, and was drawn by engine No. 1,255, in charge of Edward Elliott, engineer, and Stephen Willis, fireman.

2. That said deceased was a child about six years of age, and was playing near the track immediately preceding the accident.

3. That said deceased was not discovered by any of the employes in charge of said train, and that said Edward Elliott and said Stephen Willis, engineer and fireman as aforesaid, were at the time of said accident sitting on their seats and keeping a proper lookout.

That neither the said company nor any of its employes are guilty of, or chargeable with, any negligence.

G. W. COLVIG,  
Chairman.

Attest: F. J. MILLER, Clerk.

All of the findings in regard to accidents resulting in loss of life were made upon sufficient evidence, which in many instances has been reduced to writing and filed in the office of the Board. Personal investigation of the wrecked track has been made in every case where it was possible for the Board or any member thereof to reach the same before all the evidences surrounding the accident had been removed. Considering the fact that the Board has no compulsory power to compel the attendance of witnesses at these investigations, which are of the greatest importance to the public, it would seem proper to amend the Commission act in this respect so as to give the Commission ample power to make its investigations more thorough. Also, attention is called to the fact that the act is indefinite in respect to what accidents resulting in loss of life on the railroads of this State should be the subject of official investigation. Many accidents have occurred on the several lines of railway during

*Complaints, Decisions, and Investigations for 1892.*

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the past two years, which, though remotely connected with the subject of transportation, do not seem proper subjects of investigation. Accidents have occurred in the yards in Portland resulting in the loss of life; also by handcar collisions on some of the roads. The Board have generally considered the act to mean such accidents as result from the operations of trains.

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# ANNUAL REPORTS.

*Following are the Annual Reports for the year ending June 30, 1892, of the several corporations owning or operating railroads in the State of Oregon.*

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**REPORT**  
**OF THE**  
**OREGON & CALIFORNIA RAILROAD COMPANY.**

(SOUTHERN PACIFIC COMPANY, LESSEE.)

*For the year ending June 30, 1892.*

**HISTORY.**

1. Name of common carrier making this report? Oregon & California Railroad Company, Southern Pacific Company, Lessee.

2. Date of organization? March 17, 1870.

3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.

4. If a consolidated company, name the constituent companies. [Give reference to charters of each, and all amendments of same.] Oregon Central Railroad Company of Salem, incorporated April 22, 1867; Oregon Central Railroad Company, incorporated November 21, 1866; Western Oregon Railroad Company, incorporated January 27, 1879; Albany & Lebanon Railroad Company, incorporated February 28, 1880; Oregonian Railroad Company, incorporated April 16, 1890; all incorporated under the laws of the State of Oregon.

5. Date and authority for each consolidation. Oregon Central Railroad Company of Salem, consolidated March 29, 1870; Oregon Central Railroad Company, consolidated September 1, 1880; Western Oregon Railroad Company, consolidated October 9, 1880; Albany & Lebanon Railroad Company, consolidated May 6, 1881; Oregonian Railroad Company, sale of East-side line, December 4, 1890. Authority, general incorporation laws of the State of Oregon; resolutions of the board of directors, and stockholders of each company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Reorganized under the old corporate name May 24, 1881. The original capital stock was extinguished; first mortgage bonds converted into preferred stock; unpaid interest converted into common stock.

7. [For companies not making operating reports.] What carrier operates the road of this company? Southern Pacific Company.

*Oregon & California Railroad Company, 1892.*

## ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Thos. H. Hubbard.....	New York City, N. Y.	April, 1893.
F. S. Dooty.....	San Francisco, Cal.	
C. P. Huntington.....	New York City, N. Y.	
Chas. F. Crocker.....	San Francisco, Cal.	
W. V. Huntington.....	San Francisco, Cal.	
R. Koehler.....	Portland, Or.	
J. McCracken.....	Portland, Or.	
R. P. Earhart.....	Portland, Or.	
Donald Macleay.....	Portland, Or.	
W. W. Bretherton.....	Portland, Or.	
Geo. H. Andrews.....	Portland, Or.	

Total number of stockholders at date of last election? Eighteen.

Date of last meeting of stockholders for election of directors? April 18, 1892.

Give postoffice address of general office. Portland, Oregon.

Give postoffice address of operating office. San Francisco, Cal.

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	President, or in his absence, vice-president or second vice- president.	-
President.....	Thos. H. Hubbard	New York City, N. Y.
First vice-president.....	C. P. Huntington	New York City, N. Y.
Second vice-president.....	R. Koehler	Portland, Or.
Third vice-president.....		
Secretary.....	Geo. H. Andrews	Portland, Or.
Treasurer.....	N. T. Smith	San Francisco, Cal.
General solicitor.....	Creed Haymond	San Francisco, Cal.
Attorney, or general counsel.....		
Comptroller.....	G. L. Lansing	San Francisco, Cal.
Assistant comptroller.....		
Auditor.....	E. C. Wright	San Francisco, Cal.
Assistant auditor.....		
General manager.....	A. N. Towne	San Francisco, Cal.
Manager.....	R. Koehler	Portland, Or.
Chief engineer.....	Wm. Hood	San Francisco, Cal.
Superintendent.....	L. R. Fields	Portland, Or.
Assistant superintendent.....	John McGuire	Portland, Or.
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....	Richard Gray	San Francisco, Cal.
Assistant traffic manager.....		
General freight agent.....	C. F. Smurr	San Francisco, Cal.
Assistant general freight agent.....	E. P. Rogers	Portland, Or.
General passenger agent.....	T. H. Goodman	San Francisco, Cal.
Assistant general passenger agent.....	E. P. Rogers	Portland, Or.
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....	Wm. H. Mills	San Francisco, Cal.

*Oregon & California Railroad Company, 1892.***PROPERTY OPERATED.**

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- |   |   |
|---|---|
| 1. Railroad line represented by capital stock:<br>(a) Main line.<br>(b) Branches and spurs. | 3. Line operated under lease for specified sum.<br>4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.<br>5. Line operated under trackage rights. |
|---|---|

Name of every railroad the operations of which are included in the income account—page 31.

Name.	Terminals.		Miles line for each road named.	Miles of line for each class roads named.
	From—	To—		
Oregon & California R. R., main line.	Portland.....	California State line.....		366.80
Branches.....	Portland.....	Corvallis.....	96.50	200.70
	Albany Junction.....	Lebanon.....	11.50	
	Woodburn.....	Natron.....	92.70	
Total.....				567.50

Line from Coburg to Springfield, 6 7-10 miles, opened for traffic September 1, 1891.

Line from Springfield to Natron, 6 2-10 miles, opened for traffic September 28, 1891.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon & California Railroad Company, 1892.*

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33.

Name.	Terminals.		By what company operated.	Under what kind of a contract operated.	Miles of line.
	From—	To—			
Oregon & California Railroad	Portland	California State line	Southern Pacific Company	Lease	366.80
	Portland	Corvallis	Southern Pacific Company	Lease	96.50
	Albany Junction	Lebanon	Southern Pacific Company	Lease	11.50
	Woodburn	Natron	Southern Pacific Company	Lease	92.70
Total mileage					567.50

[FOR ROADS NOT MAKING OPERATING REPORTS; OR SUBSIDIARY OPERATING ROADS.]

give here a full explanation of the contract existing between road (or roads) mentioned on page 13, and the company by which it is operated. In the case of a subsidiary company making an operating report, its mileage will of course appear on page 9.

The property of this company is leased to the Southern Pacific Company for forty years from July 1, 1887. The lessee is to operate the property, and out of the income received therefrom to pay the expenses of operation, maintenance, taxes, and the interest on bonded and floating debt of this company.

Of the net income remaining after such payments, so much thereof as shall amount to 7% on its outstanding preferred stock, and 6% on its then outstanding common stock is to be paid to this company, the balance to be retained by the lessee. Betterments and additions to the leased property are to be made by the lessee, and the payments therefore become annually a charge to this company.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & California Railroad Company, 1892.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and out- standing.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—						
Common.....	70,000	\$ 100 00	\$ 7,000,000	\$ 7,000,000		
Preferred.....	120,000	100 00	12,000,000	12,000,000		
Total.....	190,000	\$ 100 00	\$ 19,000,000	\$ 19,000,000		
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amt issued during year.	Total number of shares issued.	Total cash real- ized.	Remarks.	
Issued for cash—						
Common.....					Reorganization was effected in May 1891, when bondholders became stockholders upon sur- render of bonds. Common stock was issued for unpaid interest. Preferred stock was issued for bond principal.	
Issued for construction—						
Common.....						
Preferred.....						
Issued for reorganization—						
Common.....						
Preferred.....						
Issued for.....						
Total.....						

## Oregon &amp; California Railroad Company, 1892.

FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	* Cash realized on amount issued.	Rate.	When payable.	† Interest.	
	Date of issue.	When due.							Amount accrued during year.	Am't paid during year.
Oregon & California Railroad 1st mortgage 5% bonds.	{ July 1, 1887. }	{ July 1, 1927. }	\$ 20,000,000	\$ 16,954,000	\$ 16,954,000		5%	Jan., July.	\$ 857,700	\$ 857,425
Oregon & California Railroad 1st mortgage 5% bonds.	{ June 1, 1891. }	{ July 1, 1921. }	9,020,000	9,020,000	82,000		6%	Jan., July.	See note.	
Grand total			\$ 29,020,000	\$ 25,974,000	\$ 17,036,000				\$ 857,700	\$ 857,425

\* Issued in exchange for old bonds and for new property acquired. † Payable by lessee.

NOTE.—The \$82,000 first mortgage bonds of June 1, 1891, outstanding, are to be exchanged 1897, at the rate of 110 of new bonds for 100 old bonds, including all overdue interest coupons.

## RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.		Amount outstanding.		Interest.	
					Amount accrued during year.	Amount paid during year.
Mortgage bonds, page 19.	\$	25,974,000 00	\$	17,036,000 00	\$ 857,700 00	\$ 857,425 00
Miscellaneous obligations, page 21.						
Income bonds, page 19.						
Total	\$	25,974,000 00	\$	17,036,000 00	\$ 857,700 00	\$ 857,425 00

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon & California Railroad Company, 1892.*

## RECAPITULATION.

## A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock, page 17	\$ 19,000,000					
Bonds, page 19 (grand total)	17,036,000					
Equipment trust obligations, page 21						
Total	\$ 36,036,000					

(Capital stock and mortgage cover railroads, telegraph lines, rolling stock, ferry steamers, etc.; also lands granted by the United States. The amount cannot be stated separately.)

## B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
Oregon & California Railroad	\$ 19,000,000	\$ 17,036,000		\$ 36,036,000		
Total	\$ 19,000,000	\$ 17,036,000	\$	\$ 36,036,000		

The funded debt covers railroads, telegraph lines, rolling stock, ferry steamers, and lands granted by the United States. The amount per mile of road cannot therefore be correctly stated.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Oregon &amp; California Railroad Company, 1892.

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year.		Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses Charged to income account as permanent improvements.			
Construction —					
Right of way.....					
Other real estate.....		\$ 4,371 53			
Fences, road crossings and cattle guards.....		2,897 90			
Grading and bridge and culvert masonry.....		1,879 41			
Bridges and trestles.....		574 63			
Rails.....		21,433 00			
Ties.....					
Other superstructures.....		1,257 02			
Building, furniture and fixtures.....		10,034 76			
Shop machinery and tools.....		1,797 46			
Cattle marks and crossings.....		414 61			
Interest during construction.....					
Discount on securities sold for construction.....		315,987 56			
Telegraph line.....					
Wharfing, etc.....					
Stables and yard extensions.....		18,619 82			
Yards.....		2,201 35			
Road built by contract.....		621,438 26			
Purchase of constructed road.....					
Other items.....		1,280 51			
Total construction.....		\$ 1,005,167 47			
Equipment —					
Locomotives.....					
Passenger cars.....					
Sleeping, parlor and dining cars.....					
Baggage, express and postal cars.....					
Combination cars.....					
Freight cars.....					
Other cars of all classes.....		1,000 00			
Floating equipment.....					
Total equipment.....		\$ 1,000 00			
Grand total cost construction, equipment, etc.....		\$ 1,005,167 47			
Total cost construction, equipment, etc.....		\$ 1,005,167 47	\$ 33,602,964 56	\$ 34,608,132 02	

\* Owing to consolidation and reorganization it is impossible to show this in detail.

*Oregon & California Railroad Company, 1892.*

## INCOME ACCOUNT.

[FOR RAILROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$ 2,048,522 66	
Less operating expenses, page 45.....	1,687,917 97	
Income from operation.....		\$ 410,604 69
Deficit.....		
Dividends on stocks owned, page 37.....		
Interest on bonds.....		
Miscellaneous income.....		
Interest received.....	\$ 56,377 66	
Income from other sources.....		56,377 66
Total income.....		\$ 466,982 35
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....	\$ 857,700 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....	10,000 00	
Taxes.....	65,342 70	
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		913,042 70
Net income.....		
Deficit.....		\$ 446,060 35
Dividends, 4, common stock.....		
Dividends, 4, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1892.....		
Deficit from operations of year ending June 30, 1892.....		\$ 446,060 35
Surplus on June 30, 1891 (from general balance sheet, 1891 report).....		
Deficit on June 30, 1891 (from general balance sheet, 1891 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49).....		

Deficit shown herein is approximately correct, settlements under lease being made for the year ending December 31st only.

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]

*Oregon & California Railroad Company, 1892.*

## INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road for year ending Dec. 31, 1891—deficit.....		\$ 489,147 35
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....	\$ 357,168 18	
Income from other sources.....		357,168 18
Total income.....		
Deficit.....		\$ 131,979 17
Deductions from income—		
*Salaries and maintenance of organization.....		
*Interest on funded debt accrued, page 23.....		
*Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
*Rents, page 47, A.....		
*Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....	\$ 211,790 13	
Total deductions from income.....		211,790 13
Net income.....		
Deficit.....		\$ 343,769 30
Dividends, .%, common stock.....		
Dividends, .%, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1892.....		
Deficit from operations of year ending June 30, 1892.....		\$ 343,769 30
Surplus on June 30, 1891 (from general balance sheet, 1891 report).....		
Deficit on June 30, 1891 (from general balance sheet, 1891 report).....		276,269 69
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49).....		\$ 620,038 99

\*Paid by lessee.

Under lease with Southern Pacific Company accounts are rendered by that company on the 31st of December of each year, and the income account on page 33 is made up from the statement of account rendered for year ending December 31, 1891. On page 31 the Southern Pacific Company have made a statement approximately for year ending June 30, 1892.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregon & California Railroad Company, 1892.***EARNINGS FROM OPERATION—STATE OF OREGON.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue.....	\$ 1,026,029 65		
Less repayments—			
Tickets redeemed.....		\$ 1,192 11	
Excess fares refunded.....		757 44	
Other repayments.....		30,997 38	
Total deductions.....		\$ 32,856 93	
Total passenger revenue.....			\$ 993,172 72
Mail.....			89,274 00
Express.....			40,431 67
Extra baggage and storage.....			18,815 93
Other items.....			25,785 13
Total passenger earnings.....			\$ 1,167,479 45
Freight—			
Freight revenue.....	\$ 916,154 50		
Less repayments—			
Overcharge to shippers.....		\$ 10,895 93	
Other repayments.....		2,907 16	
Total deductions.....		\$ 13,803 09	
Total freight revenue.....			\$ 902,351 41
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			\$ 902,351 41
Total passenger and freight earnings.....			\$ 2,069,830 86
Other earnings from operation—			
Locomotive and car mileage, balance.....			7,750 07
Switching charges, balance.....			8 18
Telegraph companies.....			
Rents from tracks, yards, and terminals, page 41.....			4,734 06
Rents not otherwise provided for.....			16,199 49
Other sources.....			
Total other earnings.....			\$ 28,691 80
Total gross earnings from operation, Oregon.....			\$ 2,098,522 66
Total gross earnings from operation, entire line.....			2,098,522 66

**MISCELLANEOUS INCOME.**

<i>Item.</i>	<i>Gross income.</i>	<i>Less expenses.</i>	<i>Net miscellaneous income.</i>
1. Sales of land—			
Not subject to mortgage.....	\$ 13,448 65		\$ 13,448 65
Subject to mortgage.....	223,382 96		223,382 96
Interest on time contracts.....	29,463 74		29,463 74
2. Interest on bills receivable.....	78 50		78 50
3. On account of settlement with Oregon & Trans- continental Company.....	90,794 33		90,794 33
Total.....	\$ 357,168 18		\$ 357,168 18

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & California Railroad Company, 1892.***OPERATING EXPENSES.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures—</b>			
Repairs of roadway			\$ 321,537 82
Renewals of rails			11,651 82
Renewals of ties			55,140 92
Repairs of bridges and culverts			182,233 67
Repairs of fences, road-crossings, signs, and cat- tle guards			11,936 45
Repairs of buildings			17,322 44
Repairs of docks and wharves			2,017 22
Repairs of telegraph			107 29
Other expenses			17,964 94
<b>Total</b>			\$ 619,912 27
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives			51,749 15
Repairs and renewals of passenger cars			71,738 81
Repairs and renewals of freight cars			46,455 11
Repairs and renewals of ferry-boats, tugs, floats, and barges			338 52
Shop machinery, tools, etc.			564 88
Other expenses			17,148 23
<b>Total</b>			\$ 188,194 70
<b>Conducting transportation—</b>			
Wages of enginemen, firemen, and round-house- men			117,659 90
Fuel for locomotives			137,834 22
Water supply for locomotives			9,741 68
All other supplies for locomotives			6,525 46
Wages of other trainmen			93,507 61
All other train supplies			8,549 48
Wages of switchmen, flagmen and watchmen			7,782 43
Expense of telegraph, including train dispatchers and operators			35,754 56
Wages of station agents, clerks, and laborers			110,707 24
Station supplies			4,239 11
Switching charges, balance			24,034 65
Engine and car mileage, balance			43,680 18
Loss and damage			74,481 02
Injuries to persons			18
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies			40,118 62
Other expenses			
<b>Total</b>			\$ 714,616 34
<b>General expenses—</b>			
Salaries of officers			28,047 69
Salaries of clerks			37,856 31
General office expenses and supplies			5,872 66
Agencies, including salaries and rent			6,291 91
Advertising			4,032 16
Commissions			1,027 54
Insurance			
Expense of fast freight lines			
Expense of traffic associations			759 87
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B			30,680 00
Rents not otherwise provided for			3,258 37
Legal expenses			35,136 87
Stationery and printing			6,237 16
Other general expenses			5,994 12
<b>Total</b>			\$ 165,194 66

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & California Railroad Company, 1892.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....			\$ 619,912 27
Maintenance of equipment.....			188,194 70
Conducting transportation.....			714,616 34
General expenses.....			165,194 66
Grand total.....			\$ 1,687,917 97
Percentage of expenses to earnings, entire line.....			80 53
Operating expenses, Oregon—			
Maintenance of way and structures.....			
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Total.....			
Percentage of expenses to earnings, Oregon.....			

**RENTALS PAID.****A.—RENTS PAID FOR LEASE OF ROAD.**

<i>Name of road.</i>	<i>Interest on bonds guaranteed.</i>	<i>Dividends on stocks guaranteed.</i>	<i>Cash.</i>	<i>Total.</i>
Union Pacific Railroad Company, Willamette river bridge.....			\$ 10,000 00	\$ 10,000 00
Total rents, A.....			\$ 10,000 00	\$ 10,000 00

**B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.**

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks—				
Yards—				
Terminals—				
Terminal and depot fa- cilities.....	Portland, Or.....	Northern Pacific Ter. Co.....	\$ 30,680	\$ 30,680
Grand total, B.....				\$ 30,680

## Oregon &amp; California Railroad Company, 1892.

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		Assets.		June 30, 1892.		Year ending June 30, 1892.	
Item.	Total.	Item.	Total.	Item.	Total.	Increase.	Decrease.
		<i>Assets.</i>					
	\$ 38,602,964 55	{ Cost of road, page 29			\$ 34,609,182 02	\$ 1,006,167 47	
		{ Cost of equipment, page 29					
		Stocks of other companies owned, page 37					
		Bonds of other companies owned, page 39					
		Other permanent investments					
	38,806 99	Real estate			37,305 49		\$ 1,501 50
	1,439,115 27	Land owned					967,968 14
		Cash and current assets, page 23			471,147 13		
		Other assets—					
		Materials and supplies					
	\$ 174,501 14	Sinking fund	\$ 201,407 50				
		Sundries					
	419,996 40	Deferred payments on land sales	889,462 58		214,965 04		
	276,269 69	Profit and loss	620,038 99		343,769 30		
	\$ 35,981,744 04	Grand total	\$ 36,577,086 21		\$ 595,342 17		
		<i>Liabilities.</i>					
		Capital stock, page 17			19,000,000 00		
	19,000,000 00	Funded debt, page 28			17,036,000 00	391,000 00	
	16,645,000 00	Current liabilities, page 28					
		Accrued interest on funded debt not yet payable					
		Income for redemption of bonds			541,086 21	204,342 17	
	336,744 04	Profit and loss					
		Grand total	\$ 36,577,086 21		\$ 595,342 17		
	\$ 35,981,744 04						

Lands granted by the United States value not taken up in account.

## IMPORTANT CHANGES DURING THE YEAR—STATE OF OREGON.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All important physical changes (other than those above referred to). 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued.

1. Line from Coburg to Natron put in operation; 12 9-10 miles. 2. None. 3. None. 4. None. 5. None. 6. None. 7. First mortgaged bonds to the amount of \$391,000 issued during the year. 8. None.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Oregon &amp; California Railroad Company, 1892.

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Contract with Wells, Fargo & Co. provides that the railroad shall transport express matter, and payments shall be made for such service at agreed rates. 2. Rates are fixed by the government, and are subject to the terms of the acts of congress granting aid for the construction of the road. 3. The cars are operated by the Pullman Palace Car Company, which owns an interest in the cars. The net profit or loss from their operation is divided in proportion to the interest owned by each company. 4, 5 and 6. These contracts principally apply to interstate traffic. 7. Telegraph lines are operated jointly with Western Union Telegraph Company, under contract entered into for their operation. 8. This company received aid in its construction from the United States, and is subject by the acts granting such aid to certain restrictions and conditions regarding the transportation of freight, passengers, and mails. These acts of congress constitute contracts between the railroad and the United States.

## SECURITY FOR FUNDED DEBT—PAGE 23.

Class of bond or obligation.	What road mortgaged.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles.				
First mortgage bonds.	Portland	California state line	356.80				
	Portland	Corvallis	96.50				
	Albany Junction	Lebanon	11.50				
	Woodburn	Natron	92.70				

The mortgage covers the railroad, telegraph lines, and equipment; also the lands granted by the United States.

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & California Railroad Company, 1892.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....	17	5,321	\$ 28,047 69	\$ 5 27
General office clerks.....	48	15,024	37,703 90	2 51
Station agents, including agents who are also telegraph operators.....	78	24,414	45,564 12	1 87
Other station men, including men who are also telegraph operators.....	83	25,979	59,934 47	2 31
Enginemen.....	49	15,337	65,580 02	4 28
Firemen.....	50	15,650	36,216 27	2 31
Conductors.....	29	9,077	32,569 89	3 59
Other trainmen.....	76	23,788	60,938 22	2 56
Machinists.....	21	6,573	20,822 76	3 17
Carpenters, shop.....	21	6,573	19,507 32	2 97
Other shopmen.....	113	35,369	91,879 32	2 68
Section foremen.....	91	28,483	58,627 92	2 06
Other trackmen.....	538	168,391	248,135 16	1 47
Switchmen, flagmen, and watchmen.....	11	3,443	7,782 43	2 26
Telegraph operators and dispatchers, exclud- ing men as shown above.....	41	12,833	35,754 56	2 78
Employés—account floating equipment.....	1	313	810 00	2 59
All other employés and laborers.....	111	84,743	118,107 92	3 26
Carpenters, B. and B.....	84	26,292	77,811 00	2 96
<b>Total (including general officers), Oregon.....</b>	<b>1,462</b>	<b>457,606</b>	<b>\$ 1,043,792 47</b>	<b>\$ 2 28</b>
Less general officers.....	17	5,321	28,047 69	5 27
<b>Total (excluding general officers), Oregon.....</b>	<b>1,445</b>	<b>452,285</b>	<b>\$ 1,015,744 78</b>	<b>2 25</b>
Distribution of above—				
General administration.....	65	20,345	65,751 59	3 23
Maintenance of way and structures.....	713	223,169	344,574 08	1 72
Maintenance of equipment.....	155	48,515	135,209 40	2 79
Conducting transportation.....	529	165,577	458,257 40	2 77
<b>Total (including general officers), Oregon.....</b>	<b>1,462</b>	<b>457,606</b>	<b>\$ 1,043,792 47</b>	<b>\$ 2 28</b>
Less general officers.....	17	5,321	28,047 69	5 27
<b>Total (excluding general officers), Oregon.....</b>	<b>1,445</b>	<b>452,285</b>	<b>\$ 1,015,744 78</b>	<b>2 25</b>
<b>Total (including general officers) entire line.....</b>				

*Oregon & California Railroad Company, 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue .....	577,924	
Number of passengers carried one mile .....	34,910,896	
Average distance carried .....	60.58	
Total passenger revenue, page 35 .....		\$ 993,172 72
Average amount received from each passenger .....		1 72
Average receipts per passenger per mile .....		.024
*Estimated cost of carrying each passenger one mile .....		
Total passenger earnings, page 35 .....		1,167,479 45
Passenger earnings per mile of road .....	567.50	2,057 23
Passenger earnings per train-mile .....		1 65474
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue .....	393,775	
Number of tons carried one mile .....	37,204,047	
Average distance haul of one ton .....	94.48	
Total freight revenue, page 35 .....		902,351 41
Average amount received for each ton of freight .....		2 29154
Average receipts per ton per mile .....		.0243
*Estimated cost of carrying one ton one mile .....		
Total freight earnings, page 35 .....		902,351 41
Freight earnings per mile of road .....	567.50	1,590 35
Freight earnings per train-mile .....		1 71925
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35 .....		1,895,524 13
Passenger and freight revenue per mile of road .....	567.50	3,340 13
Passenger and freight earnings, page 35 .....		2,069,830 86
Passenger and freight earnings per mile of road .....	567.50	3,647 28
Gross earnings from operation, page 35 .....		2,098,522 66
Gross earnings from operation per mile of road .....	567.50	3,692 84
Expenses, page 45 .....		1,657,257 97
Expenses per mile of road .....	567.50	2,920 24
<b>Train mileage—</b>		
Miles run by passenger trains .....	683,276	
Miles run by freight trains .....	458,069	
Miles run by mixed trains .....	89,041	
Total mileage trains earning revenue .....	1,230,386	
Miles run by switching trains .....	56,499	
Miles run by construction and other trains .....	192,070	
Grand total train mileage .....	1,478,955	
Mileage of loaded freight cars—north or east .....	4,349,885	
Mileage of loaded freight cars—south or west .....		
Mileage of empty freight cars—north or east .....		
Mileage of empty freight cars—south or west .....	1,385,875	
Average number of freight cars in train .....	10.93	
Average number of loaded cars in train .....	8.29	
Average number of empty cars in train .....	2.64	
Average number of tons of freight in train .....		
Average number of tons of freight in each loaded car .....		

\*Cannot state.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & California Railroad Company, 1892.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain.....			70,151	17.82
	Flour.....			25,199	6.40
	Other mill products.....			6,600	1.67
	Hay.....			9,006	2.29
	Tobacco.....			101	.03
	Cotton.....			4	
Products of animals.	Fruit and vegetables.....			15,365	3.90
	Other.....			2,741	.70
	Live stock.....			12,486	3.17
	Dressed meats.....			52	.02
	Other packing-house products.....			13	
	Poultry, game, and fish.....			551	.14
Products of mines.	Wool.....			754	.19
	Hides and leather.....			576	.15
	Other.....			152	.04
	Anthracite coal.....			842	.21
	Bituminous coal.....			391	.10
	Coke.....			122	.03
Products of forest.	Ores.....			12,857	3.27
	Stone, sand, and other like articles.....			962	.25
	Other.....			203	.05
	Base metal, pig or bar.....			43,598	11.07
	Lumber.....			14,183	3.60
	Wood.....			822	.21
Manufactures.	Other.....			2,759	.70
	Petroleum and other oils.....			4,304	1.09
	Sugar.....			40	.01
	Naval stores.....			1,824	.46
	Iron, pig and bloom.....			178	.05
	Iron and steel rails.....			2,573	.65
Merchandise.	Other castings and machinery.....			565	.14
	Bar and sheet metal.....			2,611	.66
	Cement, brick, and lime.....			1,422	.36
	Agricultural implements.....			1,506	.38
	Wagons, carriages, tools, etc.....			1,377	.35
	Wines, liquors, and beers.....			3,231	.82
Miscellaneous.	Household goods and furniture.....			11,030	2.80
	Other.....			50,301	12.77
Company's material.....				7,165	1.82
Total tonnage, Oregon.....				85,158	21.63
Total tonnage, entire line.....				393,775	100.00



*Oregon & California Railroad Company, 1892.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....	*1	50	46	Westinghouse		
Freight.....	*1	1				
Switching.....						
Leased.....						
Total locomotives.....	*2	51	46	Westinghouse		
Cars in passenger service—						
First-class passenger cars.....		32	32	Westinghouse	32	Miller.
Second-class passenger cars.....		2	2	Westinghouse	2	Miller.
Combination passenger cars.....	†1	3	3	Westinghouse	3	Miller.
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....		6	6	Westinghouse	6	Miller.
Baggage, express, and postal cars.....		21	21	Westinghouse	21	Miller.
Other cars in passenger service.....	*1					
Total.....	*1	64	64	Westinghouse	64	Miller.
Cars in freight service—						
Box cars.....	†3	499	109	Westinghouse		
Flat cars.....	†1	316	117	Westinghouse		
Stock cars.....		23	17	Westinghouse		
Coal cars.....						
Tank cars.....						
Refrigerator cars.....		23	23	Westinghouse	23	Miller.
Other cars.....						
Total.....	†9	861	266	Westinghouse	23	Miller.
Cars in company's service—						
Gravel cars.....		33				
Derrick cars.....						
Caboose cars.....		14				
Other road cars.....		5				
Total.....		52				
Cars contributed to fast freight line service—						
Total cars owned.....	†9	977	330	Westinghouse	87	Miller.
Cars leased—						
Grand total cars.....	†9	977	330	Westinghouse	87	Miller.

\* Decrease.    † Increase.

*Oregon & California Railroad Company, 1892.*MILEAGE.  
A.—MILEAGE OF ROAD OPERATED.

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.		Rails.	
	Main line.	Branches and spurs.								Iron.	Steel.
Miles of single track.	366.80	200.70					567.50	12.90		88.61	478.89
Miles of second track.											
Miles of third track.											
Miles of fourth track.											
Miles of yard track and sidings.	40.48	22.22					62.70	1.81		62.70	
Total mileage operated (all tracks).	407.28	222.92					630.20			151.31	478.89

B.—MILEAGE OF LINE BY STATES AND TERRITORIES.  
I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
State of Oregon.	366.80	200.70					567.50		88.61	478.89
Total mileage operated (single track).	366.80	200.70					567.50		88.61	478.89

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Oregon & California Railroad, State of Oregon.	366.80	200.70					567.50		88.61	478.89
Total mileage owned (single track).	366.80	200.70					567.50		88.61	478.89

## Oregon &amp; California Railroad Company, 1892.

## RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.
Iron.					
Total iron	45	50.00		Mountain	208,990
Steel	322.80	56.00			
		61.50			
Total steel	328.73		\$ 42.30	Total	208,990

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed— tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.				21,141	10,071	683,276	29
Freight.				18,311	9,225	438,069	40
Switching.				4,911	455	56,499	16
Construction.				4,627	2,314	192,070	24
Mixed.				2,097	1,048	89,041	24
Total.				46,287	23,143	1,478,955	43
Average cost at distributing point.				\$ 3.82	\$ 5.64		

*Oregon & California Railroad Company, 1892.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		15			3			18
Falling from trains and engines.....		1			2			3
Overhead obstructions.....		1						1
Collisions.....								
Deraillments.....	1	2			4		1	6
Other train accidents (described briefly below)								
At highway crossings.....					1			6
At stations.....	1	4	1				1	6
Other causes (described briefly below)		6			20			26
Total.....	2	29		1	30		2	60

Kind of accident.	Others.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....								
Deraillments.....				2				2
Other train accidents (described briefly below)								
At highway crossings.....					2	2	2	2
At stations.....	1	3	3	1	1		4	1
Other causes (described briefly below)			4	5			4	5
Total.....	1	3	7	8	3	2	10	10

*Trainmen. Other causes. Injured. A. Everton, brakeman, hook on cable of work train broke, injuring arm. J. D. Gibbs, brakeman, sprained ankle by stepping on stone at wood pile. H. Cleveland, brakeman, finger jammed in door of coach. G. H. Wendig, brakeman, stick of wood fell on foot from tank. J. M. Thompson, brakeman, injured in climbing out of caboose cupola. A. L. Nash, brakeman, struck by stick of wood in wooding-up engine.*

*Other employees. Other causes. Injured. Kinney and Morris, engineer and fireman, injured by slide. C. H. Skanton, fireman, injured by standing between engine and tank, rounding curve. C. Galarmean, fireman, stick of wood fell on foot. J. Murman, laborer, finger mashed unloading wheels. L. Tanjardi, laborer, thrown from hand car. Three section men, injured in jumping from hand car to avoid train. A. Wensley, fireman, finger cut by stick of wood against fire box. M. McCabe, fireman, plank fell on foot at shops. L. E. Hansen, laborer, hand fractured handling bridge timbers. E. Tuggerell, laborer, finger injured by anvil slipping in shop. H. Crave, fireman, finger cut in wooding engine. R. Kirkham, laborer, finger mashed in handling castings. P. Fitzgerald, laborer, bruised by slide coming down on him. L. McLellan, carpenter, slipped on bridge and sprained back. F. Burkhardt, carpenter, fell from bridge. P. Hackinson, laborer, hand caught in roller of dump car. J. Rose, laborer, struck by hand-car lever on back.*

*Trespassing. Killed. J. H. Hamilton, walking on track while under influence of liquor. W. S. Brauff, run over by passenger train while walking on track. E. Miller, suicide, placed his head on track on approach of train. F. Ward, child, supposed to have been playing on track.*

*Trespassing. Injured. W. Worck, burned by sparks from engine while stealing ride on baggage car. G. O. Thing, injured in attempting to climb on freight train. A. R. Henneman, injured in attempting to board passenger train in motion. E. McBrown, injured trying to board caboose coming into Roseburg. S. D. Eaton, deaf and dumb man, struck by freight train.*

## Oregon &amp; California Railroad Company, 1892.

## CHARACTERISTICS OF ROAD.

Working divisions or branches.			Alignment.				Profile.					
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Length of level line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
Portland	Ashland	840.80	448	89.15	251.65	49.69	602	5,003	200.62	282	3,158	90.49
Ashland	State line	26.00	144	15.70	10.30	40	3	2,264	16.70	3	1,267	8.90
Woodburn	Natron	92.70	88	12.98	79.72	19.38	187	987	46.11	138	640	27.21
Albany Junction	Lebanon	11.50	4	0.84	10.66	1.63	23	123	9.87	1	9	8.93
Portland	Corvallis	96.50	99	20.64	75.86	13.41	145	1,456	43.16	129	1,258	89.83
Total		567.50	1,183	139.31	428.19	84.51	960	9,833	316.46	552	6,323	166.53

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of rail. (Feet.)
Bridges—					Overhead highway crossings—		
Stone	1	180	180	180	Bridges		
Wooden	75	8,777.8	40	250.8	Conduits	1	17.6
Combination		1,591.5	180.8	201.5	Trestles		
Total	84	10,549.1			Total		
Trestles	808	116,141	16	2,540	Overhead railway crossings—		
Tunnels	13	12,250	100	3,127	Bridges		
					Conduits	1	21
					Trestles		
					Total	13	18.4

GAUGE OF TRACK—Four feet eight and one half inches; 567.50 miles.

*Oregon & California Railroad Company, 1892.*

## TELEGRAPH.

## A.—OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Operated by this company.			Operated by another company.	
	Miles of wire.	Miles of line.	Miles of wire.	Miles of wire.	Name of operating company.
26	26		26	26	Operated jointly by S. P. Co., lessee, and Western Union Telegraph Company.

## B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
567.50	1,676.90	Western Union Telegraph Company	Western Union Telegraph Company.

## CAR MILEAGE.

State below all individuals, cooperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

American Refrigerator Transit Company.  
 Armour Refrigerator Line.  
 Anglo-American Provision Company.  
 American Live Stock Transportation Company.  
 Boca Brewing Company.  
 Boyd Lunham & Co.,  
 Bear Creek Refining Company.  
 Blue Line.  
 Canada Cattle Car Company.  
 Chicago Refrigerator Car Line.  
 Crocker Chair Company.  
 Cold Blast Transportation Company.  
 Cudahy Brothers Refrigerator Line.  
 Cudahy Fruit Transportation Company.  
 California Fruit Express.  
 Climax Gasoline Company.  
 Cudahy Milwaukee Refrigerator Line.  
 Canada Southern Line.  
 Eastman Freight Car Heater Company.

Empire Line.  
 Eureka Transportation Company.  
 Goodell Refrigerator Company.  
 Great Eastern Line.  
 Havens, C. B. & Co.  
 Hicks Stock Car Company.  
 International Packing Company.  
 Jacob Cold Packing Company.  
 Kansas City Dressed Beef Line.  
 Kentucky Southern Oil and Gas Company.  
 Merchants' Despatch Transportation Company.  
 Mattson Manufacturing Company.  
 Morris & Co. Refrigerator Line.  
 Midland Line.  
 National Fruit Despatch.  
 New England Car Company.  
 National Despatch Line.  
 Omaha Packing Company.  
 Pacific Coast Oil Company.

Parry Manufacturing Company.  
 Peavy Grain Line Company.  
 Pennsylvania Refining Company.  
 Red Line Transit Company.  
 St. Charles Car Company.  
 St. Louis Refrigerator Car Company.  
 Swift Refrigerator Line.  
 Silberborn Company.  
 Southern Brewing Company.  
 San Francisco Breweries.  
 Southern Iron Car Line.  
 Schofield, Shurmer & Teagle.  
 Tropical Transportation Company.  
 Union Tank Line.  
 Union Refrigerator Transit Company.  
 Waverly Oil Company.  
 Waters-Pierce Oil Company.  
 Wells, T. E. & Co.  
 White Star Transit Company.  
 White Line Transit Company.

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*Oregon & California Railroad Company, 1892.*

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## OATH.

STATE OF OREGON, }  
County of Multnomah. } ss.

We, the undersigned, R. Koehler, Second Vice-President of the Oregon & California Railroad Company, and Manager of the lines in Oregon of the Southern Pacific Company, and George H. Andrews, Secretary of the Oregon & California Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said companies; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said companies in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said companies during the period for which said return is made.

R. KOEHLER,  
Second Vice-President O. & C. R. R. Co., and Manager lines in Oregon S. P. Co.  
GEO. W. ANDREWS,  
Secretary O. & C. R. R. Co.

Subscribed and sworn to before me this 24th day of September, 1892.

[SEAL.] W. D. FENTON,  
Notary Public.

# REPORT OF THE OREGONIAN RAILROAD COMPANY.

(SOUTHERN PACIFIC COMPANY, LESSEE.)

*For the year ending June 30, 1892.*

## HISTORY.

1. Name of common carrier making this report? Oregonian Railroad Company.

2. Date of organization? April 16, 1890.

3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] General Incorporation Laws State of Oregon.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.

5. Date and authority for each consolidation? None.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.

7. [For companies not making operating reports.] What carrier operates the road of this company? Southern Pacific Company.

## ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
C. P. Huntington .....	New York City, N. Y. ....	April, 1893.
T. E. Stillman .....	New York City, N. Y. ....	
T. H. Hubbard .....	New York City, N. Y. ....	
R. Koehler .....	Portland, Oregon .....	
Geo. H. Andrews .....	Portland, Oregon .....	
W. A. Grondahl .....	Portland, Oregon .....	
W. W. Bretherton .....	Portland, Oregon .....	

Total number of stockholders at date of last election? Eight (8.)

Date of last meeting of stockholders for election of directors? April 19, 1892.

Give postoffice address of general office. Portland, Oregon.

Give postoffice address of operating office. Portland, Oregon.



*Oregonian Railroad Company, 1892.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board		
President	T. E. Stillman	New York City, N. Y.
Vice-president	R. Koehler	Portland, Oregon.
Second vice-president		
Third vice-president		
Secretary	I. E. Gates	New York City, N. Y.
Treasurer	Geo. H. Andrews	Portland, Oregon.
General solicitor		
Attorney or general counsel		
Comptroller	G. L. Lansing	San Francisco, Cal.
Assistant comptroller		
Auditor	E. C. Wright	San Francisco, Cal.
Assistant auditor		
General manager	A. N. Towne	San Francisco, Cal.
Manager	R. Koehler	Portland, Oregon.
Chief engineer	Wm. Hood	San Francisco, Cal.
Superintendent	L. R. Fields	Portland, Oregon.
Assistant superintendent	John McGuire	Portland, Oregon.
Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Traffic manager	Richard Gray	San Francisco, Cal.
Assistant traffic manager		
General freight agent	C. F. Smurr	San Francisco, Cal.
Assistant general freight agent	E. P. Rogers	Portland, Oregon.
General passenger agent	T. H. Goodman	San Francisco, Cal.
Assistant general passenger agent	E. P. Rogers	Portland, Oregon.
General ticket agent		
Assistant general ticket agent		
General baggage agent		
Superintendent of express		
Land commissioner		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order :

- Railroad line represented by capital stock :
  - Main line.
  - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles line for each class of roads named.</i>
	<i>From—</i>	<i>To—</i>		
Oregonian Railroad Co.	Main line—Dundee	Airline		50.50
	Branch—Sheridan Junction	Sheridan		7.00
Total				57.50

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1892.*

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROLDS NOT MAKING OPERATING REPORTS; OR SUBSIDIARY OPERATING ROLDS.]

Give here a full explanation of the contract existing between road (or roads) mentioned on page 13, and the company by which it is operated. In the case of a subsidiary company making an operating report, its mileage will of course appear on page 9.

The property of this company is leased to the Southern Pacific Company from December 3, 1890. Out of the income received from the property the lessee company is to pay the expenses of operation, maintenance, taxes, corporation expenses, interest, betterments, and additional and other fixed charges. The balance remaining after such payment is retained by, and the deficit, if any, is charged to the lessee.

## CAPITAL STOCK.

Description.	Number of shares authorized.	Per value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.		Remarks.
					Rate.	Amount.	
Capital stock—							
Common	30,000	\$ 100 00	\$ 3,000,000	\$ 1,531,100			
Preferred							
Total	30,000	\$ 100 00	\$ 3,000,000	\$ 1,531,100			
Manner of payment for capital stock.							
Issued for cash—							
Common			15,311	\$ 1,531,100			
Preferred							
Issued for construction—							
Common							
Preferred							
Issued for reorganization—							
Common							
Preferred							
Issued for							
Total			\$ 15,311	\$ 1,531,100			

## Oregonian Railroad Company, 1892.

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	* Cash red- tized on amount issued.	† Interest.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued during year.
1st mortgage bonds.			\$ 2,296,650						
Grand total.			\$ 2,296,650						

## RECAPITULATION.

## A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other prop- erties.	Miles.	Amount.	
Capital stock, page 17.	\$ 1,531,100	\$ 1,531,100		57.50	\$ 26,627 82	
Bonds, page 19 (grand total).						
Equipment trust obligations, page 21.						
Total.	\$ 1,531,100	\$ 1,531,100		57.50	\$ 26,627 82	

## B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Amount per mile of road.	
				Miles.	Amount.
Oregonian Railroad.	\$ 1,531,100			57.50	\$ 26,627 82
Total.	\$ 1,531,100			57.50	\$ 26,627 82

NOTE.—The \$82,000 first mortgage bonds of June 1, 1891, outstanding, are to be exchanged for new first mortgage bonds of issue of July 1, 1897, at the rate of 110 of new bonds for 100 old bonds, including all overdue interest coupons.

*Oregonian Railroad Company, 1892.*

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1891.	* Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses	Charged to income account as permanent improvements.			
Construction —						
Right of way						
Fences.			\$ 179 25			
Grading and bridge and culvert masonry			7,346 53			
Bridges and trestles.			56,731 96			
Rails.						
Ties.						
Other superstructure			2,702 41			
Buildings, furniture and fixtures						
Shop machinery and tools			1,065 25			
Engineering expenses						
Interest during construction						
Discount on securities sold for construction						
Telegraph line.						
Wharfing, etc.						
Sidings and yard extensions.			520 50			
Terminal facilities and elevators.			670 12			
Road built by contract.						
Purchase of constructed road.						
Other items.						
Total construction			11,670 62			
Equipment —			\$ 80,075 34			
Locomotives						
Passenger cars.			1,635 62			
Sleeping, parlor and dining cars.			853 24			
Baggage, express, and postal cars.						
Combination cars.			706 08			
Freight cars.			5,357 83			
Other cars of all classes.			852 75			
Floating equipment.						
Total equipment.			\$ 9,405 52			
Grand total cost construction, equipment, etc.			\$ 89,480 91			
Total cost construction, equipment etc.			\$ 89,480 86	\$ 1,531,100 00	\$ 26,627 82	

\* Cannot give detail. The road was purchased after it was constructed. Permanent improvements are made at expense of lessee company, and not included in lessor's construction account.

*Oregonian Railroad Company, 1892.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35 .....	\$ 53,310 36	
Less operating expenses, page 45 .....	60,202 23	
Income from operation .....		
Deficit .....		\$ 6,891 87
Dividends on stocks owned, page 37 .....		
Interest on bonds owned, page 39 .....		
Miscellaneous income, less expenses, page 41 .....		
Income from other sources .....		
Total income .....		
Deficit .....		\$ 6,891 87
Deductions from income—		
Interest on funded debt accrued, page 23 .....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	\$ 429 33	
Rents, page 47, A .....		
Taxes .....	3,470 67	
Permanent improvements, page 29 .....	89,480 86	
Other deductions .....		
Total deductions from income .....		93,380 86
Net income .....		
Deficit .....		\$ 100,272 73
Dividends, %, common stock .....		
Dividends, %, preferred stock .....		
Other payments from net income .....		
Total .....		
Surplus from operations of year ending June 30, 1892 .....		
Deficit from operations of year ending June 30, 1892 .....		\$ 100,272 73
Surplus on June 30, 1891 (from general balance sheet, 1891 report) .....		
Deficit on June 30, 1891 (from general balance sheet, 1891 report) .....		\$ 41,783 00
Additions for year .....		
Deductions for year .....		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51) .....		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49) .....		\$ 142,055 73

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]

*Oregonian Railroad Company, 1892.*

## INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road for year ending Dec. 31, 1891—deficit.....		
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total income.....		
Deficit.....		
Deductions from income—		
Salaries and maintenance of organization.....		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		
Net income.....		
Deficit.....		
Dividends, %, common stock.....		
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1892.....		
Deficit from operations of year ending June 30, 1892.....		
Surplus on June 30, 1891 (from general balance sheet, 1891 report).....		
Deficit on June 30, 1891 (from general balance sheet, 1891 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49).....		

The road is operated by the Southern Pacific Company under lease, and the surplus or deficit is for the benefit of that company. There is no earnings or expenses to report during the year.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1892.*

## EARNINGS FROM OPERATION—STATE OF OREGON.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue.....	\$ 13,245 01		
Less repayments—			
Tickets redeemed.....		\$ 18 82	
Excess fares refunded.....		21 39	
Other repayments.....		921 76	
Total deductions.....		\$ 961 97	
Total passenger revenue.....			\$ 12,283 04
Mail.....			2,906 27
Express.....			1,517 34
Extra baggage.....			88 14
Other items.....			
Total passenger earnings.....			\$ 16,798 79
Freight—			
Freight revenue.....	\$ 32,554 16		
Less repayments—			
Overcharge to shippers.....		\$ 521 79	
Other repayments.....		81 98	
Total deductions.....		\$ 603 77	
Total freight revenue.....			\$ 31,950 39
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			\$ 31,950 39
Total passenger and freight earnings.....			\$ 48,749 18
Other earnings from operation—			
Locomotive and car mileage, balance.....			4,260 40
Switching charges, balance.....			80 54
Telegraph companies.....			
Rents from tracks, yards, and terminals.....			143 44
Rents not otherwise provided for.....			142 88
Other sources.....			
Total other earnings.....			\$ 4,566 18
Total gross earnings from operation, Oregon.....			\$ 53,315 36
Total gross earnings from operation, entire line.....			53,315 36

*Oregonian Railroad Company, 1892.***OPERATING EXPENSES.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—			
Repairs of roadway.....			\$ 15,875 08
Renewals of rails.....			317 69
Renewals of ties.....			294 43
Repairs of bridges and culverts.....			6,315 09
Repairs of fences, road-crossings, signs, and cat- tle guards.....			612 68
Repairs of buildings.....			1,273 09
Repairs of docks and wharves.....			
Repairs of telegraph.....			21 67
Other expenses.....			1,793 77
Total.....			\$ 26,503 50
Maintenance of equipment—			
Repairs and renewals of locomotives.....			2,835 38
Repairs and renewals of passenger cars.....			1,884 51
Repairs and renewals of freight cars.....			3,663 52
Repairs and renewals of ferry-boats, tugs, floats, and barges.....			
Shop machinery, tools, etc.....			
Other expenses.....			2,317 71
Total.....			\$ 10,651 12
Conducting transportation—			
Wages of enginemen, firemen, and round-house- men.....			4,319 87
Fuel for locomotives.....			2,909 26
Water supply for locomotives.....			576 93
All other supplies for locomotives.....			244 82
Wages of other trainmen.....			4,608 71
All other train supplies.....			308 00
Wages of switchmen, flagmen and watchmen.....			17 00
Expense of telegraph, including train dispatchers and operators.....			2,244 45
Wages of station agents, clerks, and laborers.....			3,150 76
Station supplies.....			192 62
Switching charges, balance.....			
Engine and car mileage, balance.....			947 84
Loss and damage.....			1,350 23
Injuries to persons.....			19 50
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....			
Other expenses.....			Cr. 91 15
Total.....			\$ 20,798 84
General expenses—			
Salaries of officers.....			893 82
Salaries of clerks.....			1,066 65
General office expenses and supplies.....			129 84
Agencies, including salaries and rent.....			
Advertising.....			92 60
Commissions.....			
Insurance.....			
Expense of fast freight lines.....			
Expense of traffic associations.....			
Expense of stock yards and elevators.....			
Rents for tracks, yards, and terminals, page 47, B.....			94 32
Rents not otherwise provided for.....			
Legal expenses.....			868 79
Stationery and printing.....			158 19
Other general expenses.....			126 56
Total.....			\$ 3,248 77

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Oregonian Railroad Company, 1892.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....			\$ 25,508 50
Maintenance of equipment.....			10,651 12
Conducting transportation.....			20,798 84
General expenses.....			8,248 77
Grand total.....			\$ 60,202 23
Percentage of expenses to earnings, entire line.....			112 93
Operating expenses, Oregon—			
Maintenance of way and structures.....			
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Total.....			
Percentage of expenses to earnings, Oregon.....			

*Oregonian Railroad Company, 1892.*

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		June 30, 1892.		Year ending June 30, 1892.	
Item.	Total.	Assets.	Item.	Total.	Increase.
					Decrease.
	\$ 1,531,100	( Cost of road, page 29		\$ 1,531,100	
		( Cost of equipment, page 29			
		Stocks of other companies owned, page 37.			
		Bonds of other companies owned, page 39.			
		Other permanent investments.			
		Real estate.			
		Lands owned.			
		Cash and current assets, page 23			
		Other assets—			
		Materials and supplies.			
		Sinking fund.			
		Sundries.			
		Profit and loss.			
	\$ 1,531,100	Grand total.		\$ 1,531,100	
		Liabilities.			
	1,531,100	Capital stock, page 17		1,531,100	
		Funded debt, page 23.			
		Current liabilities, page 23.			
		Accrued interest on funded debt not yet payable			
		Income for redemption of bonds.			
		Profit and loss.			
	\$ 1,531,100	Grand total.		\$ 1,531,100	

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

No change from last report.

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregonian Railroad Company, 1892.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....			\$ 893 82	
General office clerks.....			1,066 65	
Station agents, including agents who are also telegraph operators.....	10	3,130	3,542 97	\$ 1 13
Other station men.....				
Enginemen.....	2	626	2,384 72	3 81
Firemen.....	2	626	1,412 24	2 26
Conductors.....	2	626	1,635 14	2 61
Other trainmen.....	3	939	2,103 50	2 24
Machinists.....	1	313	1,114 56	3 56
Carpenters, shop.....	1	313	1,043 76	3 33
Other shopmen.....	2	626	1,336 32	2 13
Section foremen.....	7	2,191	4,320 00	1 97
Other trackmen.....	21	6,573	10,716 00	1 63
Switchmen, flagmen, and watchmen.....				
Telegraph operators and dispatchers, exclud- ing men as shown above.....	1	313	744 45	2 38
Employés—account floating equipment.....				
All other employés and laborers.....	10	3,130	9,912 33	3 17
Carpenters, B. and B.....	26	8,138	24,004 80	2 96
Total (including general officers), Oregon.....	88	27,544	\$ 66,231 26	\$ 2 40
Less general officers.....			893 82	
Total (excluding general officers), Oregon.....	88	27,544	\$ 65,337 44	\$ 2 37
Distribution of above—				
General administration.....			1,960 47	
Maintenance of way and structures.....	54	16,902	39,040 80	2 31
Maintenance of equipment.....	4	1,252	3,494 64	2 79
Conducting transportation.....	30	9,390	21,735 35	2 31
Total (including general officers), Oregon.....	88	27,544	\$ 66,231 26	2 40
Less general officers.....			893 82	
Total (excluding general officers), Oregon.....	88	27,544	\$ 65,337 44	2 37
Total (including general officers) entire line.....				

*Oregonian Railroad Company, 1892.*

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	Column for revenue and rates.
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue .....	25,705	
Number of passengers carried one mile .....	327,607	
Average distance carried .....	12.74	
Total passenger revenue, page 35 .....		\$ 12,283 04
Average amount received from each passenger .....		.48
Average receipts per passenger per mile .....		.0375
*Estimated cost of carrying each passenger one mile .....		
Total passenger earnings, page 35 .....		16,793 79
Passenger earnings per mile of road .....	57.50	292 06
Passenger earnings per train-mile .....		.91
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue .....	46,094	
Number of tons carried one mile .....	1,024,957	
Average distance haul of one ton .....	22.23	
Total freight revenue, page 35 .....		31,950 39
Average amount received for each ton of freight .....		1 20
Average receipts per ton per mile .....		.0312
*Estimated cost of carrying one ton one mile .....		
Total freight earnings, page 35 .....		31,950 39
Freight earnings per mile of road .....		555 66
Freight earnings per train-mile .....		.842
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35 .....		44,223 43
Passenger and freight revenue per mile of road .....		769 28
Passenger and freight earnings, page 35 .....		48,744 18
Passenger and freight earnings per mile of road .....		847 72
Gross earnings from operation, page 35 .....		53,310 36
Gross earnings from operation per mile of road .....		927 14
Expenses, page 45 .....		60,202 23
Expenses per mile of road .....		1,047 00
<b>Train mileage—</b>		
Miles run by passenger trains .....	1,119	
Miles run by freight trains .....	743	
Miles run by mixed trains .....	46,601	
<b>Total mileage trains earning revenue .....</b>	<b>51,463</b>	
Miles run by switching trains .....	16,907	
Miles run by construction and other trains .....		
<b>Grand total train mileage .....</b>	<b>68,370</b>	
Mileage of loaded freight cars—north or east .....	113,054	
Mileage of loaded freight cars—south or west .....		
Mileage of empty freight cars—north or east .....	49,250	
Mileage of empty freight cars—south or west .....		
Average number of freight cars in train .....	4.30	
Average number of loaded cars in train .....	3.00	
Average number of empty cars in train .....	1.30	
Average number of tons of freight in train .....		
Average number of tons of freight in each loaded car .....		

\* Cannot state.

*Oregonian Railroad Company, 1892.***FREIGHT TRAFFIC MOVEMENT.**

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture	Grain		23,396	50.75
	Flour		1,591	3.45
	Other mill products		409	.89
	Hay		152	.33
	Tobacco			
	Cotton			
Products of animals.	Fruit and vegetables		189	.41
	Other		258	.56
	Live stock		90	.20
	Dressed meats			
	Other packing-house products			
	Poultry, game, and fish			
Products of mines.	Wool		78	.17
	Hides and leather		55	.12
	Other		5	.01
	Anthracite coal			
	Bituminous coal			
	Coke			
Products of forest.	Ores			
	Stone, sand, and other like articles		10	.02
	Other			
	Lumber		610	1.33
	Wood		12,752	27.67
	Other		142	.30
Manufac- tures.	Petroleum and other oils			
	Sugar			
	Naval stores			
	Iron, pig and bloom			
	Iron and steel rails		30	.06
	Other castings and machinery		103	.22
Merchandise	Bar and sheet metal			
	Cement, brick, and lime		10	.02
	Agricultural implements		28	.06
	Wagons, carriages, tools, etc.			
	Wines, liquors, and beers			
	Household goods and furniture		10	.02
Miscellaneous	Other		62	.13
Company's material			1,486	3.23
			20	.04
			4,608	10.00
Total tonnage, Oregon			41,486	100.00
Total tonnage, entire line			46,094	100.00

*Oregonian Railroad Company, 1892.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....	*1	6	3	Westinghouse		
Freight.....						
Switching.....						
Leased.....						
Total locomotives.....	*1	6	3	Westinghouse		
Cars in passenger service—						
First-class passenger cars.....		6	6	Westinghouse	6	Miller.
Second-class passenger cars.....						
Combination passenger cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....		3	3	Westinghouse	3	Miller.
Other cars in passenger service.....						
Total.....		9	9	Westinghouse	9	Miller.
Cars in freight service—						
Box cars.....	*4	115				
Flat cars.....	†2	96				
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars.....						
Total.....	*2	211				
Cars in company's service—						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....		2				
Other road cars.....						
Total.....		2				
Cars contributed to fast freight line service—						
Total cars owned.....	*2	222	9	Westinghouse	9	Miller.
Cars leased—						
Grand total cars.....	*2	222	9	Westinghouse	9	Miller.

\* Decrease. † Increase.

*Oregonian Railroad Company, 1892.*

## MILEAGE.

## A.—MILEAGE OF ROAD OPERATED

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track	50.50	7.00					57.50		32.28	25.22
Miles of second track										
Miles of third track										
Miles of fourth track										
Miles of yard track and sidings	3.53	1.39					4.92	1.47	4.92	
Total mileage operated (all tracks)	54.03	9.39					62.42	1.47	37.20	25.22

## B.—MILEAGE OF LINE BY STATES AND TERRITORIES.

## I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, exclusive of trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
State of Oregon	50.50	7.00					57.50		32.28	25.22
Total mileage operated (single track)	50.50	7.00					57.50		32.28	25.22

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, exclusive of trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
State of Oregon	50.50	7.00					57.50		32.28	25.22
Total mileage owned (single track)	50.50	7.00					57.50		32.28	25.22

*Oregonian Railroad Company, 1892.*

## RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.
Iron.....				Mountain.....	1,565
				{ 6x8 22 cents. }	
				{ 7x8 25 cents. }	
Total iron.....				Total.....	1,565
Steel.....					
Total steel.....					

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal — Tons.		Wood — Cords.		Total fuel consumed— Tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....				25	13	1,119	23
Freight.....				20	10	743	27
Switching.....							
Construction.....				128	65	16,907	8
Mixed.....				983	491	49,601	19
Total.....				1,156	579	68,370	16
Average cost at distributing point.....				\$ 2.50			



*Oregonian Railroad Company, 1892.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						1
Falling from trains and engines.....								
Overhead obstructions.....								
Collisions.....								
Deraillments.....								
Other train accidents (described briefly below).....								
At highway crossings.....								
At stations.....								
Other causes (described briefly below).....		1				1		2
Total.....		2				1		3

Kind of accident.	Passengers.		Others.				Total.	
			Trespassing.		Not trespassing.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....								
Deraillments.....								
Other train accidents (described briefly below).....								
At highway crossings.....								
At stations.....								
Other causes (described briefly below).....								
Total.....								

*Trainmen. Other causes. Brakeman, while switching, stepped on end of tie and slipped, spraining ankle. Other employees. Other causes. Laborer's hand fractured handling bridge timbers.*

## Oregonian Railroad Company, 1892.

## CHARACTERISTICS OF ROAD.

Working divisions or branches.		Alignment.				Profile.			
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Length of level line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)
Dundee.	Airle.	50.50	89	10.18	40.32	7.45	90	596	23.34
Sheridan Junction.	Sheridan.	7.00	19	1.40	5.60	0.90	22	91	4.20
Total.		57.50	108	11.58	45.92	8.35	112	687	27.64
							98	616	19.71
								76	1.90
									21.61

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of rail. (Feet.)
Bridges—					Overhead highway crossings—		
Stone.					Bridges.		
Iron.					Conduits.		
Wooden.	5	516	60	150	Trestles.		
Combination.					Total		
Total.	41	13,618	20	994	Overhead railway crossings—		
Trestles.					Bridges.		
Tunnels.					Conduits.		
					Trestles.		
					Total		
					Tunnels.		

GAUGE OF TRACK—Three feet, 57.50 miles.

*Oregonian Railroad Company, 1892.***TELEGRAPH.****A.—OWNED BY COMPANY MAKING THIS REPORT.**

<i>Miles of line.</i>	<i>Operated by this company.</i>			<i>Operated by another company.</i>	
	<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Name of operating company.</i>

**B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.**

<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Name of owner.</i>	<i>Name of operating company.</i>
48.30	55.30	Western Union Telegraph Company	Western Union Telegraph Company

**OATH.**

STATE OF OREGON, } ss.  
County of Multnomah, }

We, the undersigned, R. Koehler, Vice-President of the Oregonian Railroad Company, and Manager of the lines in Oregon of the South-ern Pacific Company, and George H. Andrews, Treasurer of the Oregonian Railroad Company, on our oath do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER,  
Vice-President Oregonian R. Co., and Manager of the lines in Oregon of the S. P. Co.  
GEO. W. ANDREWS,  
Treasurer.

Subscribed and sworn to before me this 24th day of September, 1892.  
W. D. FENTON,  
Notary Public.

# REPORT

## OF THE

### PORTLAND & WILLAMETTE VALLEY RAILWAY COMPANY.

*For the year ending June 30, 1892.*

#### HISTORY.

1. Name of common carrier making this report? Portland & Willamette Valley Railway Company.
2. Date of organization? January 19, 1885.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] General Incorporation Laws State of Oregon.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
5. Date and authority for each consolidation? None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating reports.] What carrier operates the road of this company? None.

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Chas. F. Crocker.....	San Francisco, California.....	June, 1893.
W. E. Brown.....	San Francisco, California.....	
R. Koehler.....	Portland, Oregon.....	
John McCracken.....	Portland, Oregon.....	
Geo. H. Andrews.....	Portland, Oregon.....	
W. W. Bretherton.....	Portland, Oregon.....	
D. F. Sherman.....	Portland, Oregon.....	

Total number of stockholders at date of last election? Sixteen (16.)  
 Date of last meeting of stockholders for election of directors? June 21, 1892.  
 Give postoffice address of general office. Portland, Oregon.  
 Give postoffice address of operating office. Portland, Oregon.

*Portland & Willamette Valley Railway Company, 1892.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....		
President.....	Chas. F. Crocker.....	San Francisco, Cal.
First vice-president.....	R. Koehler.....	Portland, Oregon.
Second vice-president.....	D. F. Sherman.....	Portland, Oregon.
Third vice-president.....		
Secretary.....	Geo. H. Andrews.....	Portland, Oregon.
Treasurer.....		
General solicitor.....		
Attorney or general counsel.....		
Comptroller.....		
Assistant comptroller.....		
Auditor.....		
Assistant auditor.....		
Manager.....	R. Koehler.....	Portland, Oregon.
Assistant general manager.....		
Chief engineer.....		
Superintendent.....	L. R. Fields.....	Portland, Oregon.
Assistant superintendent.....	John McGuire.....	Portland, Oregon.
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....		
Assistant general freight agent.....	E. P. Rogers.....	Portland, Oregon.
General passenger agent.....		
Assistant general passenger agent.....	E. P. Rogers.....	Portland, Oregon.
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles line for each road named.</i>
	<i>From—</i>	<i>To—</i>		
Portland & Willamette Valley Railway Company -- main line.....	Portland.....	Dundee.....	24.50	24.50
Total.....			24.50	24.50

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Portland & Willamette Valley Railway Company, 1892.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—						
Common	7,500	\$ 20 00	\$ 150,000	\$ 144,240		
Preferred						
Total	7,500	\$ 20 00	\$ 150,000	\$ 144,240		
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amt't issued during year.	Total number of shares issued.	Total cash realized.	Remarks.	
Issued for cash—						
Common			7,212	\$ 144,240		
Issued for construction—						
Common						
Issued for reorganization—						
Common						
Preferred						
Issued for						
Total			7,212	\$ 144,240		

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Date of issue.	Time.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	† Interest.		
							When payable.	Rate.	Amount accrued during year.
1st mortgage bonds	{ Dec. 29, 1885, July 1, 1906. }		\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	7%	Jan., July	\$ 28,000
Grand total			\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000			



## Portland &amp; Willamette Valley Railway Company, 1892.

RECAPITULATION.  
A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock, page 17.	\$ 144,240	\$ 144,240		28.50	\$ 5,081 05	
Bonds, page 19 (grand total).	400,000	400,000			14,085 09	
Equipment trust obligations, page 21.						
Total.	\$ 544,240	\$ 544,240		28.50	19,066 14	

B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Amount per mile of road.	
				Total.	Miles. Amount.
Portland & Willamette Valley Railway.	\$ 144,240	\$ 400,000	\$ 486,537 94	\$ 1,030,777 94	28.50 \$ 36,167 65
Total.	\$ 144,240	\$ 400,000	\$ 486,537 94	\$ 1,030,777 94	28.50 \$ 36,167 65

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Portland & Willamette Valley Railway Company, 1892.***COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.**

Item.	Expenditures during the year.			* Total cost to June 30, 1891.	* Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in income account as permanent improvements.	Charged to construction or equipment.			
Construction—						
Right of way						
Other real estate			\$ 25 00			
Fences, road crossings and cattle guards			245 80			
Grading and bridge and culvert masonry						
Bridges and trestles						
Rails						
Ties						
Other super structures						
Buildings, furniture and fixtures			1,277 37			
Shop machinery and tools			42 50			
Engineering expenses						
Interest during construction						
Discount on securities sold for construction			258 00			
Telegraph line						
Wharfing, etc.			131 09			
Sidings and yard extensions			3,777 11			
Yards						
Road built by contract						
Purchase of constructed road						
Other items			189 18			
Total construction			\$ 5,167 96			
Equipment—						
Locomotives			789 18			
Passenger cars						
Sleeping, parlor and dining cars						
Baggage, express, and postal cars						
Combination cars						
Freight cars						
Other cars of all classes			426 39			
Floating equipment						
Total equipment			\$ 1,215 57			
Grand total cost construction, equipment, etc.			\$ 6,383 53	\$ 748,799 65	\$ 755,183 18	
Total cost construction, equipment, etc.						

\* Road was built by contract, including the equipment. Cannot give detail.

*Portland & Willamette Valley Railway Company, 1892.***INCOME ACCOUNT.**

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35	\$ 115,081 25	
Less operating expenses, page 45	92,955 07	
Income from operation		\$ 22,076 18
Deficit		
Dividends on stocks owned, page 37		
Interest on bonds owned, page 39		
Miscellaneous income, less expenses, page 41		
Income from other sources		
Total income		\$ 22,076 18
Deficit		
Deductions from income—		
Interest on funded debt accrued, page 28	\$ 28,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	28,147 08	
Rents, page 47, A		
Taxes	3,349 00	
Permanent improvements, page 29		
Other deductions	155 78	
Total deductions from income		59,651 86
Net income		
Deficit		\$ 37,575 68
Dividends, %, common stock		
Dividends, %, preferred stock		
Other payments from net income		
Total		
Surplus from operations of year ending June 30, 1892		
Deficit from operations of year ending June 30, 1892		
Surplus on June 30, 1891 (from general balance sheet, 1891 report)		
Deficit on June 30, 1891 (from general balance sheet, 1891 report)		\$ 210,221 41
Additions for year		
Deductions for year		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51)		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)		\$ 247,797 09

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]

*Portland & Willamette Valley Railway Company, 1892.***EARNINGS FROM OPERATION—STATE OF OREGON.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
<b>Passenger—</b>			
Passenger revenue.....	\$ 45,592 38		
Less repayments—			
Tickets redeemed.....		\$ 22 51	
Excess fares refunded.....		45 90	
Other repayments.....		1,314 62	
<b>Total deductions.....</b>		<b>\$ 1,383 03</b>	
<b>Total passenger revenue.....</b>			<b>\$ 44,209 35</b>
Mail.....			1,732 01
Express.....			758 71
Extra baggage and storage.....			70 98
Other items.....			
<b>Total passenger earnings.....</b>			<b>\$ 46,771 00</b>
<b>Freight—</b>			
Freight revenue.....	\$ 66,669 34		
Less repayments—			
Overcharge to shippers.....		\$ 14 74	
Other repayments.....		173 20	
<b>Total deductions.....</b>		<b>\$ 187 94</b>	
<b>Total freight revenue.....</b>			<b>\$ 66,481 40</b>
Stock yards.....			
Elevators.....			
Other items.....			
<b>Total freight earnings.....</b>			<b>\$ 66,481 40</b>
<b>Total passenger and freight earnings.....</b>			<b>\$ 113,252 40</b>
<b>Other earnings from operation—</b>			
Locomotive and car mileage, balance.....			1,121 19
Switching charges, balance.....			3 75
Telegraph companies.....			
Rents from tracks, yards, and terminals.....			55 27
Rents not otherwise provided for.....			606 14
Other sources.....			
<b>Total other earnings.....</b>			<b>\$ 1,778 85</b>
<b>Total gross earnings from operation, Oregon.....</b>			<b>\$ 115,031 25</b>
<b>Total gross earnings from operation, entire line.....</b>			<b>115,031 25</b>

*Portland & Willamette Valley Railway Company, 1892.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—			
Repairs of roadway.....			\$ 10,740 13
Renewals of rails.....			139 92
Renewals of ties.....			881 90
Repairs of bridges and culverts.....			4,171 44
Repairs of fences, road-crossings, signs, and cat- tle guards.....			625 48
Repairs of buildings.....			1,811 20
Repairs of docks and wharves.....			62 00
Repairs of telegraph.....			49 78
Other expenses.....			1,468 31
Total.....			\$ 19,951 16
Maintenance of equipment—			
Repairs and renewals of locomotives.....			3,792 06
Repairs and renewals of passenger cars.....			4,617 64
Repairs and renewals of freight cars.....			5,589 24
Repairs and renewals of ferry-boats, tugs, floats, and barges.....			320 00
Shop machinery, tools, etc.....			3 91
Other expenses.....			2,044 83
Total.....			\$ 16,367 68
Conducting transportation—			
Wages of enginemen, firemen, and round-house- men.....			8,991 16
Fuel for locomotives.....			6,026 40
Water supply for locomotives.....			180 61
All other supplies for locomotives.....			430 42
Wages of other trainmen.....			7,417 56
All other train supplies.....			569 65
Wages of switchmen, flagmen and watchmen.....			619 86
Expense of telegraph, including train dispatchers and operators.....			1,470 54
Wages of station agents, clerks, and laborers.....			7,813 51
Station supplies.....			532 89
Switching charges, balance.....			
Car mileage, balance.....			5,157 59
Loss and damage.....			586 46
Injuries to persons.....			6,080 65
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....			
Other expenses.....			193 10
Total.....			\$ 46,084 21
General expenses—			
Salaries of officers.....			5,257 13
Salaries of clerks.....			1,846 83
General office expenses and supplies.....			230 87
Agencies, including salaries and rent.....			
Advertising.....			209 49
Commissions.....			
Insurance.....			
Expense of fast freight lines.....			
Expense of traffic associations.....			
Expense of stock yards and elevators.....			
Rents for tracks, yards, and terminals, page 47, B.....			154 60
Rents not otherwise provided for.....			
Legal expenses.....			1,912 81
Stationery and printing.....			383 96
Other general expenses.....			556 23
Total.....			\$ 10,552 02

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Portland & Willamette Valley Railway Company, 1892.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures			\$ 19,951 16
Maintenance of equipment			16,367 68
Conducting transportation			46,084 21
General expenses			10,552 02
Grand total			\$ 92,955 07
Percentage of expenses to earnings, entire line			80 88
Operating expenses, Oregon—			
Maintenance of way and structures			
Maintenance of equipment			
Conducting transportation			
General expenses			
Total			
Percentage of expenses to earnings, Oregon			

## Portland &amp; Willamette Valley Railway Company, 1892.

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		Assets.		June 30, 1892.		Year ending June 30, 1892.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
	\$ 748,799 65	{ Cost of road, page 29 Cost of equipment, page 29 Stocks of other companies owned, page 37 Bonds of other companies owned, page 39 Other permanent investments Real estate Lands owned Cash and current assets, page 23 Other assets— Materials and supplies Sinking fund Sundries Profit and loss			\$ 755,183 18	\$ 6,383 53	
	27,797 67				27,797 67		
	210,221 41				217,797 09	\$ 37,575 68	
	\$ 986,818 73				\$ 1,080,777 94	\$ 43,959 21	
			Liabilities.				
	144,240 00		Capital stock, page 17		144,240 00		
	400,000 00		Funded debt, page 23		400,000 00		
	442,578 73		Current liabilities, page 23		486,537 94	43,959 21	
			Accrued interest on funded debt not yet payable				
			Income for redemption of bonds				
			Profit and loss				
	\$ 986,818 73		Grand total		\$ 1,080,777 94	\$ 43,959 21	

*Portland & Willamette Valley Railway Company, 1892.***IMPORTANT CHANGES DURING THE YEAR—STATE OF OREGON.**

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All important physical changes (other than those above referred to). 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All important financial changes (other than those above referred to).

1. None. 2. None. 3. None. 4. None. 5. Road operated by receiver appointed to the United States district court for Oregon, since February 4, 1892. Reports rendered are consolidated reports of the company and the receiver, covering the full annual period ending June 30, 1892. 6. None. 7. None. 8. None.

**CONTRACTS, AGREEMENTS, ETC.**

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Wells, Fargo & Co. operates express over road. Amount received, \$4 per month. 2. Contract with United States government. 3. None. 4. None. 5. None. 6. None. 7. Western Union Telegraph Company operates lines jointly with Railroad Company. 8. None.

**SECURITY FOR FUNDED DEBT—PAGE 23.**

<i>Class of bond or obligation.</i>	<i>What road mortgaged.</i>		<i>Amount of mortgage per mile of line.</i>	<i>What equipment mortgaged.</i>	<i>What income mortgaged.</i>	<i>What securities mortgaged.</i>
	<i>From—</i>	<i>To—</i>				
First mortgage bonds.....	Portland	Dundee	28.50	\$ 14,035 00	All	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Portland & Willamette Valley Railway Company, 1892.*

## EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily com- pensation.
General officers.....	4	1,252	\$ 5,257 13	\$ 4 20
General office clerks.....	2	626	1,846 93	2 95
Station agents, including agents who are also telegraph operators.....	5	1,565	2,496 24	1 60
Other station men, including men who are also telegraph operators.....	6	1,878	3,281 51	1 75
Enginemen.....	4	1,252	5,375 51	4 29
Firemen.....	3	939	2,643 71	2 82
Conductors.....	3	939	3,223 92	3 43
Other trainmen.....	5	1,565	4,193 64	2 68
Machinists.....	2	626	2,229 13	3 56
Carpenters, shop.....	2	626	2,087 52	3 33
Other shopmen.....	5	1,565	3,340 80	2 13
Section foremen.....	3	939	2,160 00	2 30
Other trackmen.....	13	4,069	6,236 64	1 53
Switchmen, flagmen, and watchmen.....	1	313	619 87	1 98
Telegraph operators and dispatchers, exclud- ing men as shown above.....	2	626	1,870 54	2 99
Employés—account floating equipment.....	2	626	1,692 00	2 70
All other employés and laborers.....	4	1,252	3,600 00	2 88
Carpenters, B. and B.....				
Total (including general officers), Oregon.....	66	20,658	\$ 52,155 09	\$ 2 52
Less general officers.....	4	1,252	5,257 13	4 20
Total (excluding general officers), Oregon.....	62	19,406	\$ 46,897 96	\$ 2 42
Distribution of above—				
General administration.....	6	1,878	7,104 06	3 78
Maintenance of way and structures.....	29	6,260	11,996 64	1 92
Maintenance of equipment.....	9	2,817	7,657 45	2 72
Conducting transportation.....	31	9,703	25,386 94	2 61
Total (including general officers), Oregon.....	66	20,658	\$ 52,155 09	\$ 2 52
Less general officers.....	4	1,252	5,257 13	4 20
Total (excluding general officers), Oregon.....	62	19,406	\$ 46,897 96	\$ 2 42
Total (including general officers) entire line.....				



*Portland & Willamette Valley Railway Company, 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue .....	192,062	
Number of passengers carried one mile .....	1,532,628	
Average distance carried .....	7.98	
Total passenger revenue, page 35 .....		\$ 44,209 35
Average amount received from each passenger .....		.33
Average receipts per passenger per mile .....		.028
*Estimated cost of carrying each passenger one mile .....		
Total passenger earnings, page 35 .....		46,771 00
Passenger earnings per mile of road .....	28.50	1,641 09
Passenger earnings per train-mile .....		1 10476
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue .....	833 32	
Number of tons carried one mile .....	1,393,422	
Average distance haul of one ton .....	16.72	
Total freight revenue, page 35 .....		66,481 40
Average amount received for each ton of freight .....		.79
Average receipts per ton per mile .....		.0477
*Estimated cost of carrying one ton one mile .....		
Total freight earnings, page 35 .....		66,481 40
Freight earnings per mile of road .....	28.50	2,332 68
Freight earnings per train-mile .....		1 39013
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35 .....		110,690 75
Passenger and freight revenue per mile of road .....	28.50	3,883 88
Passenger and freight earnings, page 35 .....		113,252 40
Passenger and freight earnings per mile of road .....	28.50	8,973 77
Gross earnings from operation, page 35 .....		113,081 25
Gross earnings from operation per mile of road .....	28.50	4,036 18
Expenses, page 45 .....		92,955 07
Expenses per mile of road .....	28.50	3,261 58
<b>Train mileage—</b>		
Miles run by passenger trains .....	32,063	
Miles run by freight trains .....	20,065	
Miles run by mixed trains .....	37,012	
<b>Total mileage trains earning revenue .....</b>	<b>89,160</b>	
Miles run by switching trains .....	7,796	
Miles run by construction and other trains .....	616	
<b>Grand total train mileage .....</b>	<b>97,572</b>	
Mileage of loaded freight cars—north or east .....	210,274	
Mileage of loaded freight cars—south or west .....		
Mileage of empty freight cars—north or east .....	123,002	
Mileage of empty freight cars—south or west .....		
Average number of freight cars in train .....	6.97	
Average number of loaded cars in train .....	4.40	
Average number of empty cars in train .....	2.57	
Average number of tons of freight in train .....		
Average number of tons of freight in each loaded car .....		

\* Cannot state.

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Portland & Willamette Valley Railroad Company, 1892.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL INCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain			1,765	2.12
	Flour			95	.11
	Other mill products			296	.36
	Hay			141	.17
	Tobacco				
Products of animals.	Cotton				
	Fruit and vegetables			376	.45
	Other			136	.17
	Live stock			10	.01
	Dressed meats				
Products of mines.	Other packing-house products				
	Poultry, game, and fish				
	Wool			9	.01
	Hides and leather			19	.02
	Other				
Products of forest.	Anthracite coal			209	.25
	Bituminous coal				
	Coke			377	.45
	Ores				
	Stone, sand, and other like articles			578	.69
Manufactures.	Other			20	.03
	Lumber			6,124	7.35
	Wood			39,956	47.95
	Other			30	.03
	Petroleum and other oils			40	.05
Merchandise	Sugar				
	Naval stores				
	Iron, pig and bloom			1,562	1.87
	Iron and steel rails			32	.04
	Other castings and machinery			110	.13
Miscellaneous	Bar and sheet metal			775	.93
	Cement, brick, and lime			8,242	9.89
	Agricultural implements			10	.01
	Wagons, carriages, tools, etc.			80	.10
	Wines, liquors, and beers			42	.05
Company's material	Household goods and furniture			38	.05
	Other			552	.66
Total tonnage, Oregon				83,332	100.00
Total tonnage, entire line				83,332	100.00

*Portland & Willamette Valley Railway Company, 1892.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....						
Freight.....		3	1	Westinghouse		
Switching.....						
Leased.....						
Total locomotives.....		3	1	Westinghouse		
Cars in passenger service—						
First-class passenger cars.....		6	2	Westinghouse	2	Miller.
Second-class passenger cars.....						
Combination passenger cars.....		1	1	Westinghouse	1	Miller.
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....						
Other cars in passenger service.....						
Total.....		7	3	Westinghouse	3	Miller.
Cars in freight service—						
Box cars.....		3				
Flat cars.....		73				
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars.....						
Total.....		76				
Cars in company's service—						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....						
Other road cars.....						
Total.....						
Cars contributed to fast freight line service—						
Total cars owned.....		83	3	Westinghouse	3	Miller.
Cars leased—						
Flat cars.....		20				
Grand total cars.....		103	3	Westinghouse	3	Miller.

## Portland &amp; Willamette Valley Railway Company, 1892.

MILEAGE.  
A.—MILEAGE OF ROAD OPERATED

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Miles of single track.	28.50						28.50			28.50
Miles of second track.										
Miles of third track.										
Miles of fourth track and sidings.	3.89						3.89	1.05	3.89	
Total mileage operated (all tracks).	32.39						32.39	1.05	3.89	28.50

B.—MILEAGE OF LINE BY STATES AND TERRITORIES.  
I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
State of Oregon.	28.50							28.50		28.50
Total mileage operated (single track).	28.50							28.50		28.50

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
State of Oregon.	28.50							28.50		28.50
Total mileage owned (single track).	28.50							28.50		28.50

## Portland &amp; Willamette Valley Railway Company, 1892.

## RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per rail, (Pounds.)	Kind.	Number.	Average price at distributing point.
Iron			Mountain	3,544	
Total iron			{ 6x8 22 cents.		
Steel			{ 7x8 25 cents. }		
Total steel			Total	3,544	

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal — Tons.		Wood — Cords.		Total fuel consumed — tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger				370	285	32,083	18
Freight				712	356	20,063	35
Switching				136	65	7,706	17
Construction				5	3	616	10
Mixed				717	358	37,012	19
Total			2,124	1,067	1,067	97,572	22
Average cost at distributing point			\$ 2.50	\$ 1.50	\$ 5.00		

*Portland & Willamette Valley Railway Company, 1892.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	1						1	
Falling from trains and engines								
Overhead obstructions								
Collisions								
Deraillments								
Other train accidents (described briefly below)								
At highway crossings		1						1
At stations						1		1
Other causes (described briefly below)								
Total	1	1				1	1	2

Kind of accident.	Others.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions								
Deraillments								
Other train accidents (described briefly below)								
At highway crossings								
At stations		1						1
Other causes (described briefly below)			1	1			1	1
Total		1	1	1			1	1

Other employees. Other causes. Geo. H. Johnson, fireman, injured while throwing wood into five box. Trespassing. Other causes. G. W. Dressler, killed in attempting to cross Elk Rock trestle ahead of train; C. Elliott, injured by piece of wood thrown from engine.

## Portland &amp; Willamette Valley Railway Company, 1892.

## CHARACTERISTICS OF ROAD.

Working divisions or branches.		Alignment.				Profile.			
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Number.	Sum of curve. (Feet.)	Aggregate length of ascending grades. (Miles.)	Descending grades.
Portland	Dundee	28.50	30	8.68	19.82	38	575	12.34	Sum of descents. (Feet.) 415
									Aggregate length of descending grades. (Miles.) 10.00
Total		28.50	30	8.68	19.82	38	575	12.34	Sum of descents. (Feet.) 415
									Aggregate length of descending grades. (Miles.) 10.00

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of rail. (Feet.)
Bridges—					Overhead highway crossings—		
Stone					Bridges		
Iron					Conduits		
Wooden	1	72	72	72	Trestles	1	16.8
Combination	1	180	180	180	Total		
Total	45	252			Overhead railway crossings—		
Trestles		21,653	82	1,744	Bridges		
Tunnels					Conduits		
					Trestles		
					Total		
					Tunnels		

GAUGE OF TRACK—Three feet; 28.50 miles.

*Portland & Willamette Valley Railway Company, 1892.*

## TELEGRAPH.

## A.—OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	Operated by this company.		Operated by another company.	
		Miles of line.	Miles of wire.	Miles of line.	Miles of wire.

## B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.		Name of operating company.	
28.50	28.50	Western Union Telegraph Company		Western Union Telegraph Company.	



*Portland & Willamette Valley Railway Company, 1892.*

## OATH.

STATE OF OREGON,  
County of Multnomah. } ss.

We, the undersigned, R. Koehler, Vice-President of the Portland & Willamette Valley Railway Company, and since February 4, 1892, Receiver in charge of said property, and George H. Andrews, Treasurer of the Portland & Willamette Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company and said Receiver; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

R. KOEHLER,  
Receiver and Vice-President.  
GEO. W. ANDREWS,  
Treasurer.

Subscribed and sworn to before me this 24th day of September, 1892.

F. G. EWALD,  
Notary Public.

[SEAL.]

# REPORT

## OF THE

### OREGON & WASHINGTON TERRITORY RAILROAD COMPANY.

*For the year ending June 30, 1892.*

#### HISTORY.

1. Name of common carrier making this report? Oregon & Washington Territory Railroad Company.
2. Date of organization? March, 1886.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
5. Date and authority for each consolidation? None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating reports.] What carrier operates the road of this company? None.

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
G. W. Hunt.....	Walla Walla, Washington.....	
C. B. Wright, Jr. ....	Walla Walla, Washington.....	
R. Alexander.....	Pendleton, Oregon.....	
J. L. Kilham.....	Pendleton, Oregon.....	
Charles H. Carter .....	Pendleton, Oregon.....	

Total number of stockholders at date of last election? Twelve.  
Date of last meeting of stockholders for election of directors? May 1, 1891.  
Give postoffice address of general office. Pendleton, Oregon.  
Give postoffice address of operating office. Walla Walla, Washington.

*Oregon & Washington Territory Railroad Company, 1892.***OFFICERS.**

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board		
Receiver	W. D. Tyler	Walla Walla, Wash.
Assistant receiver	A. R. Zabriskie	Walla Walla, Wash.
President	G. W. Hunt	Walla Walla, Wash.
Vice-president	C. B. Wright, Jr.	Walla Walla, Wash.
Second vice-president		
Third vice-president		
Secretary	C. H. Carter	Pendleton, Oregon.
Treasurer	C. Herman	Walla Walla, Wash.
General solicitor		
Attorney or general counsel		
Comptroller		
Assistant comptroller		
Auditor	Rowland Smith	Walla Walla, Wash.
Assistant auditor		
Manager		
Assistant general manager		
Chief engineer	C. E. Sears	Walla Walla, Wash.
Acting superintendent	C. W. Taylor	Hunts Junction.
Assistant superintendent		
Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph		
Traffic manager		
Assistant traffic manager		
General freight agent	W. F. Wamsley	Walla Walla, Wash.
Assistant general freight agent		
General passenger agent	W. F. Wamsley	Walla Walla, Wash.
Assistant general passenger agent		
General ticket agent	W. F. Wamsley	Walla Walla, Wash.
Assistant general ticket agent		
General baggage agent	W. F. Wamsley	Walla Walla, Wash.
Superintendent of express		
and commissioner		

**PROPERTY OPERATED.**

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 11.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road owned.</i>	<i>Miles line for joint use of road owned.</i>
	<i>From—</i>	<i>To—</i>		
Oregon & Washington Territory	Portland, Or.	Dayton, Wash.	128.09	
	Killian J'nc., Or.	Athens, Or.	14.46	
	Eureka J'nc., Wash	Pleasant View, Wash	19.53	
Total			162.08	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & Washington Territory Railroad Company, 1892.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate.	Amount.
Capital stock— Common— Apportioned on mileage basis gives Oregon				\$ 10,000,000 00 2,756,725 07		
Total						
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on shares issued during year.	Total number of shares issued.	Total cash realized.	Remarks.	
Issued for cash— Common						
Preferred						
Issued for construction— Common						
Preferred						
Issued for reorganization— Common						
Preferred						
Issued for —						
Total						

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Interest.	
	Date of issue.	When due.					When payable.	Amount accrued during year.
On mileage basis for Oregon.				\$ 1,117,000				Am't paid during year.
Grand total				\$ 1,117,000				

First mortgage bonds, \$25,000 per mile, 44.68 miles in Oregon, gives \$1,117,000 for Oregon.

*Oregon & Washington Territory Railroad Company, 1892.***EARNINGS FROM OPERATION—STATE OF OREGON.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
<b>Passenger—</b>			
Passenger revenue .....	\$ 5,378 44		
Less repayments—			
Tickets redeemed .....			
Excess fares refunded .....			
Other repayments .....	21 85		
Total deductions .....			
Total passenger revenue .....			\$ 5,356 59
Mail .....			450 00
Express .....			162 71
Extra baggage and storage .....			63 20
Other items .....			
Total passenger earnings .....			\$ 6,032 50
<b>Freight—</b>			
Freight revenue .....	\$ 47,206 02		
Less repayments—			
Overcharge to shippers .....			
Other repayments .....	358 17		
Total deductions .....			
Total freight revenue .....			\$ 46,847 85
Stock yards .....			
Elevators .....			
Other items .....			
Total freight earnings .....			
Total passenger and freight earnings .....			\$ 52,880 35
<b>Other earnings from operation—</b>			
Car mileage, balance .....			
Switching charges, balance .....			
Telegraph companies .....			
Rents from tracks, yards, and terminals .....			
Rents not otherwise provided for .....			
Other sources .....			
Total other earnings .....			
Total gross earnings from operation, Oregon .....			\$ 52,880 35
Total gross earnings from operation, entire line .....			

*Oregon & Washington Territory Railroad Company, 1892.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Maintenance of way and structures—			
Repairs of road way			
Renewals of rails			
Renewals of ties			
Repairs of bridges and culverts			
Repairs of fences, road-crossings, signs, and cat- tle guards			
Repairs of buildings			
Repairs of docks and wharves			
Repairs of telegraph			
Other expenses			
Total			
Maintenance of equipment—			
Repairs and renewals of locomotives			
Repairs and renewals of passenger cars			
Repairs and renewals of freight cars			
Repairs and renewals of ferry-boats, tugs, floats, and barges			
Shop machinery, tools, etc.			
Other expenses			
Total			
Conducting transportation—			
Wages of enginemen, firemen, and round-house- men			
Fuel for locomotives			
Water supply for locomotives			
All other supplies for locomotives			
Wages of other trainmen			
All other train supplies			
Wages of switchmen, flagmen and watchmen			
Expense of telegraph, including train dispatchers and operators			
Wages of station agents, clerks, and laborers			
Station supplies			
Switching charges, balance			
Car mileage, balance			
Loss and damage			
Injuries to persons			
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies			
Other expenses			
Total			
General expenses—			
Salaries of officers			
Salaries of clerks			
General office expenses and supplies			
Agencies, including salaries and rent			
Advertising			
Commissions			
Insurance			
Expense of fast freight lines			
Expense of traffic associations			
Expense of stock yards and elevators			
Rents for tracks, yards, and terminals, page 47, B			
Rents not otherwise provided for			
Legal expenses			
Stationery and printing			
Other general expenses			
Total			

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & Washington Territory Railroad Company, 1892.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures			
Maintenance of equipment			
Conducting transportation			
General expenses			
Grand total			
Percentage of expenses to earnings, entire line			
Operating expenses, Oregon—			
Maintenance of way and structures			\$ 4,968 98
Maintenance of equipment			1,351 62
Conducting transportation			14,976 87
General expenses			3,081 44
Total			\$ 21,528 89
Percentage of expenses to earnings, Oregon			

Operating expenses are estimated, taking as a basis the proportion of train mileage in Oregon.

*Oregon & Washington Territory Railroad Company, 1892.***IMPORTANT CHANGES DURING THE YEAR—STATE OF OREGON.**

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All important physical changes (other than those above referred to). 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All important financial changes (other than those above referred to).

1. None.
2. None.
3. None.
4. None.
5. None.
6. None.
7. None.
8. None.

December 31, 1891, appointment of W. D. Tyler, receiver. April 20, 1892, sale of road to C. B. Wright.

**CONTRACTS, AGREEMENTS, Etc.**

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Northern Pacific Express Company; beer first-class, produce one and one-half first-class, merchandise one and one-half first-class.

2. Route No. 173,016, Hunts to Pendleton; annual compensation, \$1,200.

3. None.

4. None.

5. Northern Pacific Railroad Company. Freight—15% to Oregon & Washington Territory from Northern Pacific eastern terminals; 30% to Oregon & Washington Territory from Tacoma and Seattle; 27% to Oregon & Washington Territory from points south of Tacoma to Portland inclusive; grain, flour, millstuff, \$1.50 per ton. Passengers—Between Oregon & Washington Territory points and Northern Pacific stations, between North Yakima and Sprague, both inclusive, fare divided on mileage basis; other stations same basis, plus 20% of Northern Pacific proportion of Tacoma rate added to Oregon & Washington Territory.

6. None.

7. Western Union.

8. None.



*Oregon & Washington Territory Railroad Company, 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue	4,038.50	
Number of passengers carried one mile		
Average distance carried		
Total passenger revenue, page 35		\$ 5,350.59
Average amount received from each passenger		1.3084
Average receipts per passenger per mile		
Estimated cost of carrying each passenger one mile		
Total passenger earnings, page 35		5,032.50
Passenger earnings per mile of road		153.02
Passenger earnings per train-mile		.6943
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue	18,348	
Number of tons carried one mile		
Average distance haul of one ton		
Total freight revenue, page 35		4,847.86
Average amount received for each ton of freight		.9697
Average receipts per ton per mile		
Estimated cost of carrying one ton one mile		
Total freight earnings, page 35		46,847.85
Freight earnings per mile of road		1,018.52
Freight earnings per train-mile		2.0205
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35		52,201.44
Passenger and freight revenue per mile of road		1,172.88
Passenger and freight earnings, page 35		52,880.35
Passenger and freight earnings per mile of road		1,183.54
Gross earnings from operation, page 35		52,880.35
Gross earnings from operation per mile of road		1,183.54
Expenses, page 45		24,524.89
Expenses per mile of road		518.99
<b>Train mileage—</b>		
Miles run by passenger trains		
Miles run by freight trains		
Miles run by mixed trains	30,678	
<b>Total mileage trains earning revenue</b>		
Miles run by switching trains		
Miles run by construction and other trains	460	
<b>Grand total train mileage</b>	31,138	
Mileage of loaded freight cars—north or east		
Mileage of loaded freight cars—south or west		
Mileage of empty freight cars—north or east		
Mileage of empty freight cars—south or west		
Average number of freight cars in train		
Average number of loaded cars in train		
Average number of empty cars in train		
Average number of tons of freight in train		
Average number of tons of freight in each loaded car		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon & Washington Territory Railroad Company, 1892.***FREIGHT TRAFFIC MOVEMENT.**

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.	Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
			Whole tons.	Per cent.
Products of agriculture	Grain.....	37,384	25	37,409
	Flour.....	1,356		1,356
	Other mill products.....	808	10	818
	Hay.....	2		2
	Tobacco.....			
Products of animals.	Cotton.....			
	Fruit and vegetables.....	6		6
	Live stock.....	2,382		2,382
	Dressed meats.....		37	37
	Other packing-house products.....			
Ice	Poultry, game, and fish.....			
	Wool.....	63		63
	Hides and leather.....	10	17	27
Products of mines.			41	41
	Anthracite coal.....			
	Bituminous coal.....		468	468
Products of forest.	Coke.....			
	Ores.....			
	Stone, sand, and other like articles.....	220		220
	Lumber.....		3,514	3,514
	Wood.....		711	711
Manufactures.	Petroleum and other oils.....		6	6
	Sugar.....		19	19
	Naval stores.....			
	Iron, pig and bloom.....			
	Iron and steel rails.....			
	Other castings and machinery.....			
	Bar and sheet metal.....			
	Cement, brick, and lime.....	32	24	56
	Agricultural implements.....	52	81	133
	Wagons, carriages, tools, etc.....		64	64
Merchandise	Wines, liquors, and beers.....	1	57	58
	Household goods and furniture.....	23	70	93
		45	525	570
Miscellaneous—other commodities not men- tioned above.....		91	204	295
Total tonnage, Oregon.....		42,475	5,873	48,348
Total tonnage, entire line.....				

*Oregon & Washington Territory Railroad Company, 1892.*

**MILEAGE.**  
MILEAGE OF ROAD OPERATED IN OREGON.

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated during year.	New line constructed during year.		Rails.	
	Main line.	Branches and spurs.						Iron.	Steel.		
Miles of single track	30.22	14.46					44.68			44.68	
Miles of second track											
Miles of third track											
Miles of fourth track											
Miles of yard track and sidings		4.85					4.85			4.85	
Total mileage operated (all tracks).	30.22	19.31					49.53			49.53	

## CHARACTERISTICS OF ROAD.

Prime—	Tr—	Alignment.				Profile.					
		Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Length of level line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
State Line. Killian Junction	Pendleton	56	8.92	21.30	.51	5	759.8	12.97	7	584.3	18.05
	Athens	18	4.53	9.93	.51	2	302.6	4.50	3	477.8	9.45
Total		74	13.45	31.23	1.03	7	1,152.4	17.47	10	1,062.1	22.50

*Oregon & Washington Territory Railroad Company, 1892.*

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of rail. (Feet.)
Bridges—					Overhead highway crossings—		
Stone.....					Bridges.....		
Wood.....					Conduits.....		
Wooden Combination.....	1	150			Trestles.....		
Total.....	1	150			Total.....		
Trestles.....	30	2,542	48	637	Overhead railway crossings—		
Tunnels.....					Bridges.....		
					Conduits.....		
					Trestles.....		
					Total.....		
					Tunnels.....		

**Gauge of track**—Four feet eight and one-half inches; 44.68 miles.

TELEGRAPH.

**A.—OWNED BY COMPANY MAKING THIS REPORT.**

[illegible]

**R.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.**

<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Name of owner.</i>	<i>Name of operating company.</i>
44.68	59.14	Western Union Telegraph Company	Oregon & Washington Territory Railroad Company.

*Oregon & Washington Territory Railroad Company, 1892.*

## OATH.

STATE OF WASHINGTON, } ss.  
 County of Walla Walla.

We, the undersigned, W. D. Tyler, Receiver, and Rowland Smith, Auditor, of the Oregon & Washington Territory Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

W. D. TYLER, Receiver.  
 ROWLAND SMITH, Auditor.

Subscribed and sworn to before me this 27th day of September, 1892.

[SEAL.]

J. L. SHARPSTEIN,  
 Notary Public.

# REPORT

## OF THE

### INDEPENDENCE & MONMOUTH RAILWAY COMPANY.

*For the year ending June 30, 1892.*

#### HISTORY.

1. Name of common carrier making this report? Independence & Monmouth Railway Company.
2. Date of organization?
3. Under laws of what Government, State, or Territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.
4. If a consolidated company, name the constituent companies. [Give reference to charter of each, and all amendment of same.] None.
5. Date and authority for each consolidation? None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating report.] What carrier operates the road of this company? None.

#### ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
D. W. Sears.....	McCoy, Or. ....	December 31, 1892.
B. F. Smith.....	Lewisville, Or. ....	
F. S. Powell.....	Monmouth, Or. ....	
A. Nelson.....	Independence, Or. ....	
F. A. Patterson.....	Independence, Or. ....	

Total number of stockholders at date of last election? Ten.  
Date of last meeting of stockholders for election of directors? December 31, 1891.  
Give postoffice address of general office. Independence, Oregon.  
Give postoffice address of operating office. Independence, Oregon.

*Independence & Monmouth Railway Company, 1892.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	F. A. Patterson.....	Independence, Or.
President.....	F. A. Patterson.....	Independence, Or.
First vice-president.....		
Second vice-president.....		
Third vice-president.....		
Secretary.....	W. P. Connaway.....	Independence, Or.
Treasurer.....	B. F. Smith.....	Lewisville, Or.
General solicitor.....		
Attorney or general counsel.....		
Comptroller.....		
Assistant comptroller.....		
Auditor.....		
Assistant auditor.....		
General manager.....		
Assistant general manager.....		
Chief engineer.....		
General superintendent.....		
Assistant general superintendent.....		
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....		
Assistant general freight agent.....		
General passenger agent.....		
Assistant general passenger agent.....		
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles of line of each class roads named.</i>
	<i>From—</i>	<i>To—</i>		
Independence & Monmouth Ry. Co.	Independence	Monmouth.	2.50	
Total.....				

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Independence & Monmouth Railway Company, 1892.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.		Remarks.
					Rate.	Amount.	
Capital stock—							
Common	2,000	\$ 50 00	\$ 100,000 00				
Preferred							
Total							
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on cash issued during year.	Total number of shares issued.	Total cash realized.			
Issued for cash—							
Common							
Preferred							
Issued for construction—							
Common							
Preferred							
Issued for reorganization—							
Common							
Preferred							
Issued for—							
Total							



*Independence & Monmouth Railway Company, 1892.*

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses— Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction—						
Right of way .....			\$			
Other real estate .....						
Fences .....						
Grading and bridge and culvert masonry .....						
Bridges and trestles .....			10,738 84			
Rails, fish-plates, frogs, spikes, etc. ....			1,949 46			
Ties .....						
Other superstructure .....						
Buildings, furniture and fixtures .....						
Shop machinery and tools .....			436 17			
Engineering expenses .....						
Interest during construction .....						
Discount on securities sold for construction .....						
Telegraph line .....						
Wharfing, etc. ....						
Sidings and yard extensions .....			450 00			
Terminal facilities and elevators .....			2,610 00			
Road built by contract .....						
Purchase of constructed road .....						
Other items .....						
Total construction .....				\$ 16,114 47		
Equipment—						
Locomotives .....						
Passenger cars .....						
Sleeping, parlor and dining cars .....						
Baggage, express, and postal cars .....			4,045 32			
Combination cars .....			2,157 96			
Freight cars .....						
Other cars of all classes .....			385 00			
Floating equipment .....						
Total equipment .....				\$ 6,588 30		
Grand total cost construction, equipment, etc. ....				\$ 22,702 77		

*Independence & Moumouth Railway Company, 1892.*

## EARNINGS FROM OPERATION—STATE OF OREGON.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger—			
Passenger revenue .....	\$ 3,283 45		
Less repayments—			
Tickets redeemed .....			
Excess fares refunded .....			
Other repayments .....			
Total deductions .....			
Total passenger revenue .....			\$ 3,283 45
Mail .....			
Express .....			
Extra baggage and storage .....			
Other items .....			
Total passenger earnings .....			\$ 3,283 45
Freight—			
Freight revenue .....	\$ 170 13		
Less repayments—			
Overcharge to shippers .....			
Other repayments .....			
Total deductions .....			
Total freight revenue .....			\$ 170 13
Stock yards .....			
Elevators .....			
Other items .....			
Total freight earnings .....			
Total passenger and freight earnings .....			\$ 3,453 58
Other earnings from operation—			
Car mileage, balance .....			
Switching charges, balance .....			
Telegraph companies .....			
Rents from tracks, yards, and terminals, page 41 .....			
Rents not otherwise provided for .....			
Other sources .....			
Total other earnings .....			
Total gross earnings from operation, Oregon .....			
Total gross earnings from operation, entire line .....			

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Independence & Monmouth Railway Company, 1892.*

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		June 30, 1892.		Year ending June 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
<i>Assets.</i>					
Cost of road, page 29					
Cost of equipment, page 29					
Stocks of other companies owned, page 37			\$ 16,114 47		
Bonds of other companies owned, page 39			6,568 30		
Other permanent investments					
Real estate					
Lands owned					
Cash and current assets, page 23					
Other assets—					
Materials and supplies					
Sinking fund					
Sundries					
Profit and loss					
(Grand total)					
<i>Liabilities.</i>					
Capital stock, page 17					
Funded debt, page 23					
Current liabilities, page 23					
Accrued interest on funded debt not yet payable					
Income for redemption of bonds					
Profit and loss					
Grand total					

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Independence & Monmouth Railway Company, 1892.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....			\$	
General office clerks.....				
Station agents.....				
Other station men.....				
Enginemen.....	1	365	930 00	
Firemen.....				
Conductors.....	1	365	600 00	
Other trainmen.....				
Machinists.....				
Carpenters, shop.....				
Other shopmen.....				
Section foremen.....				
Other trackmen.....				
Switchmen, flagmen, and watchmen.....				
Telegraph operators and dispatchers.....				
Employés—account floating equipment.....				
All other employés and laborers.....				
Total (including general officers), Oregon.....				
Less general officers.....				
Total (excluding general officers), Oregon.....				
Distribution of above—				
General administration.....				
Maintenance of way and structures.....				
Maintenance of equipment.....				
Conducting transportation.....				
Total (including general officers), Oregon.....				
Less general officers.....				
Total (excluding general officers), Oregon.....				
Total (including general officers) entire line.....				

*Independence & Monmouth Railway Company, 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE.**

<i>Item.</i>	<i>Column for ton- nage, number passengers, num- ber trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue .....	65,669	
Number of passengers carried one mile .....		
Average distance carried .....		
Total passenger revenue, page 35 .....		\$ 3,283 45
Average amount received from each passenger .....		.05
Average receipts per passenger per mile .....		
Estimated cost of carrying each passenger one mile .....		
Total passenger earnings, page 35 .....		
Passenger earnings per mile of road .....		
Passenger earnings per train-mile .....		
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue .....		
Number of tons carried one mile .....		
Average distance haul of one ton .....		
Total freight revenue, page 35 .....		170 13
Average amount received for each ton of freight .....		
Average receipts per ton per mile .....		
Estimated cost of carrying one ton one mile .....		
Total freight earnings, page 35 .....		
Freight earnings per mile of road .....		
Freight earnings per train-mile .....		
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35 .....		
Passenger and freight revenue per mile of road .....		
Passenger and freight earnings, page 35 .....		
Passenger and freight earnings per mile of road .....		
Gross earnings from operation, page 35 .....		
Gross earnings from operation per mile of road .....		
Expenses, page 45 .....		
Expenses per mile of road .....		
<b>Train mileage—</b>		
Miles run by passenger trains .....	14,600	
Miles run by freight trains .....		
Miles run by mixed trains .....		
<b>Total mileage trains earning revenue .....</b>		
Miles run by switching trains .....		
Miles run by construction and other trains .....		
<b>Grand total train mileage .....</b>		
Mileage of loaded freight cars—north or east .....		
Mileage of loaded freight cars—south or west .....		
Mileage of empty freight cars—north or east .....		
Mileage of empty freight cars—south or west .....		
Average number of freight cars in train .....		
Average number of loaded cars in train .....		
Average number of empty cars in train .....		
Average number of tons of freight in train .....		
Average number of tons of freight in each loaded car .....		

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Independence & Monmouth Railway Company, 1892.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....			1	Eames' pat. air		
Freight.....						
Switching.....						
Leased.....						
Total locomotives.....						
Cars in passenger service—						
First-class passenger cars.....			1			
Second-class passenger cars.....						
Combination passenger cars.....						
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....						
Other cars in passenger service.....						
Total.....						
Cars in freight service—						
Box cars.....						
Flat cars.....			1			
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars.....						
Total.....						
Cars in company's service—						
Gravel cars.....						
Derrick cars.....						
Cochose cars.....						
Other road cars.....						
Total.....						
Cars contributed to fast freight line service—						
Total cars owned.....						
Cars leased—						
Grand total cars.....						

## Independence &amp; Monmouth Railway Company, 1892.

## MILEAGE.

## I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Roads.	
	Main line.	Branches and spurs.							Iron.	Steel.
State of Oregon										2.50
Total mileage operated (single track).										

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Roads.	
	Main line.	Branches and spurs.							Iron.	Steel.
State of Oregon.										
Total mileage owned (single track).										

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.							
Freight.							
Switching.							
Construction.							
Total.				200		14,500	
Average cost at distributing point.							

*Independence & Monmouth Railway Company, 1892.*

## BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of track. (Feet.)
Bridges—					Overhead highway crossings—		
Stone.....					Bridges.....		
Iron.....					Conspuls.....		
Wooden.....	1	190			Trestles.....		
Combination.....					Total.....		
Total.....					Overhead railway crossings—		
Trestles.....					Bridges.....		
Tunnels.....					Conspuls.....		
					Trestles.....		
					Total.....		
					Tunnels.....		

GAUGE OF TRACK—Four feet eight and one half inches; 2½ miles.

## OATH.

STATE OF OREGON, } ss.  
County of Polk.

We, the undersigned, F. A. Patterson, President, and W. P. Connaway, Secretary, of the Independence & Monmouth Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

F. A. PATTERSON,  
President.  
W. P. CONNAWAY,  
Secretary.

Subscribed and sworn to before me this 30th day of August, 1892.  
H. M. LINES,  
Notary Public.



# REPORT

## OF THE

### ROGUE RIVER VALLEY RAILWAY COMPANY.

*For the year ending June 30, 1892.*

#### HISTORY.

1. Name of common carrier making this report? Rogue River Valley Railway Company.
2. Date of organization? February 4, 1891.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
5. Date and authority for each consolidation? None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating reports.] What carrier operates the road of this company? None.

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Wm. Honeyman.....	Portland, Oregon.....	2nd Wednesday in Jan., 1893
E. J. DeHart.....	Portland, Oregon.....	
W. A. Buchanan.....	Portland, Oregon.....	
C. G. Hickok.....	Portland, Oregon.....	
T. D. Honeyman.....	Portland, Oregon.....	

Total number of stockholders at date of last election? Five.  
 Date of last meeting of stockholders for election of directors? January 13, 1892.  
 Give postoffice address of general office. Portland, Oregon.  
 Give postoffice address of operating office. Medford, Oregon.

*Rogue River Valley Railway Company, 1892.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....		
President.....	Wm. Honeyman.....	Portland, Oregon.
First vice-president and manager.....	E. J. DeHart.....	Portland, Oregon.
Second vice-president.....		
Third vice-president.....		
Secretary.....	W. A. Buchanan.....	Portland, Oregon.
Treasurer.....	W. A. Buchanan.....	Portland, Oregon.
General solicitor.....		
Attorney or general counsel.....		
Comptroller.....		
Assistant comptroller.....		
Auditor.....		
Assistant auditor.....		
General manager and vice-president.....	E. J. DeHart.....	Portland, Oregon.
Assistant general manager.....		
Chief engineer.....		
General superintendent.....	J. W. Graham.....	Medford, Oregon.
Assistant general superintendent.....		
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....		
Assistant general freight agent.....		
General passenger agent.....		
Assistant general passenger agent.....		
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Laud commissioner.....		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles line for each class of roads named.</i>
	<i>From—</i>	<i>To—</i>		
Rogue River Valley Railway Co.....	Medford.....	Jacksonville.....	5½	-----
Total.....			5½	-----

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Rogue River Valley Railway Company, 1892.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and out- standing.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—						
Common	1,000	\$ 100 00	\$ 100 00	\$ 100,000 00		
Preferred						
Total						
Manner of payment for capital stock.						
	Number of shares issued during year.	Cash realized on amt issued during year.	Total number of shares issued.	Total cash real- ized.	Remarks.	
Issued for cash—						
Common						
Preferred						
Issued for construction—						
Common						
Preferred						
Issued for reorganization—						
Common						
Preferred						
Issued for						
Total						

*Rogue River Valley Railway Company, 1892.*

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction—						
Right of way.....						
Other real estate.....						
Fences.....						
Grading and bridge and culvert masonry.....						
Bridges and trestles.....						
Rails.....						
Ties.....						
Other superstructures.....						
Buildings, furniture and fixtures.....						
Shop machinery and tools.....						
Engineering expenses.....						
Interest during construction.....						
Discount on securities sold for construction.....						
Telegraph line.....						
Wharfing, etc.....						
Sidings and yard extensions.....						
Terminal facilities and elevators.....						
Road built by contract.....						
Purchase of constructed road.....						
Other items.....						
Total construction.....				\$ 32,902 87		\$ 5,982 33
Equipment—						
Locomotives.....						
Passenger cars.....				\$ 4,262 61		
Sleeping, parlor and dining cars.....						
Baggage, express, and postal cars.....				2,673 11		
Combination cars.....				1,167 80		
Freight cars.....				133 62		
Other cars of all classes.....						
Floating equipment.....						
Total equipment.....				\$ 8,257 21		
Grand total cost construction, equipment, etc.....				\$ 41,160 11		
Total cost construction, equipment, etc.....				\$ 41,160 11		

*Rogue River Valley Railway Company, 1892.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$	3,221 00
Less operating expenses, page 45.....		5,048 46
Income from operation.....		
Deficit.....	\$	1,827 46
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total income.....		
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		
Net income.....		
Deficit.....		
Dividends, %, common stock.....		
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1892.....		
Deficit from operations of year ending June 30, 1892.....	\$	1,827 46
Surplus on June 30, 1891 (from general balance sheet, 1891 report).....		
Deficit on June 30, 1891 (from general balance sheet, 1891 report).....		2,408 78
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49).....		4,236 24

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]

*Rogue River Valley Railway Company, 1892.*

## INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road.....		
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....		
Miscellaneous income, less expenses, page 41.....		
Income from other sources.....		
Total Income.....		
Deficit.....		
Deductions from Income—		
Salaries and maintenance of organization.....		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from Income.....		
Net Income.....		
Deficit.....		
Dividends, .%, common stock.....		
Dividends, .%, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1892.....		
Deficit from operations of year ending June 30, 1892.....	\$	1,827 46
Surplus on June 30, 1891 (from general balance sheet, 1891 report).....		
Deficit on June 30, 1891 (from general balance sheet, 1891 report).....		2,408 78
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49).....		4,236 24

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Rogue River Valley Railway Company, 1892.*

## EARNINGS FROM OPERATION—STATE OF OREGON.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
<b>Passenger—</b>			
Passenger revenue.....	\$ 2,292 94		\$ 2,292 94
Less repayments—			
Tickets redeemed.....			
Excess fares refunded.....			
Other repayments.....			
Total deductions.....			
Total passenger revenue.....	\$ 2,292 94		\$ 2,292 94
Mail.....	58 33		58 33
Express.....	240 00		240 00
Extra baggage and storage.....			
Other items.....			
Total passenger earnings.....	2,591 27		\$ 2,591 27
<b>Freight—</b>			
Freight revenue.....	629 73		629 73
Less repayments—			
Overcharge to shippers.....			
Other repayments.....			
Total deductions.....			
Total freight revenue.....	\$ 629 73		\$ 629 73
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....	629 73		\$ 629 73
Total passenger and freight earnings.....	3,221 00		\$ 3,221 00
<b>Other earnings from operation—</b>			
Car mileage, balance.....			
Switching charges, balance.....			
Telegraph companies.....			
Rents from tracks, yards, and terminals.....			
Rents not otherwise provided for.....			
Other sources.....			
Total other earnings.....			\$ 3,221 00
Total gross earnings from operation, Oregon.....			
Total gross earnings from operation, entire line.....			\$ 3,221 00

*Bogue River Valley Railway Company, 1892.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures—</b>			
Repairs of roadway.....			
Renewals of rails.....			
Renewals of ties.....			
Repairs of bridges and culverts.....			
Repairs of fences, road-crossings, signs, and cattle guards.....			
Repairs of buildings.....			
Repairs of docks and wharves.....			
Repairs of telegraph.....			
Other expenses.....			
<b>Total.....</b>			
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives.....			
Repairs and renewals of passenger cars.....			
Repairs and renewals of freight cars.....			
Repairs and renewals of ferry-boats, tugs, floats, and barges.....			
Shop machinery, tools, etc.....			
Other expenses.....			
<b>Total.....</b>			
<b>Conducting transportation—</b>			
Wages of enginemen, firemen, and round-house men.....			\$ 1,200 00
Fuel for locomotives.....			936 00
Water supply for locomotives.....			48 00
All other supplies for locomotives.....			
Wages of other trainmen.....			600 00
All other train supplies.....			
Wages of switchmen, flagmen and watchmen.....			
Expense of telegraph, including train dispatchers and operators.....			
Wages of station agents, clerks, and laborers.....			1,050 00
Station supplies.....			
Switching charges, balance.....			
Car mileage, balance.....			
Loss and damage.....			
Injuries to persons.....			
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies.....			
Other expenses.....			1,214 46
<b>Total.....</b>			\$ 5,048 46
<b>General expenses—</b>			
Salaries of officers.....	\$ 600 00		
Salaries of clerks.....			
General office expenses and supplies.....			
Agencies, including salaries and rent.....	72 00		
Advertising.....			
Commissions.....			
Insurance.....	37 00		
Expense of fast freight lines.....			
Expense of traffic associations.....			
Expense of stock yards and elevators.....			
Rents for tracks, yards, and terminals, page 47, B.....			
Rents not otherwise provided for.....			
Legal expenses.....			
Stationery and printing.....			
Other general expenses.....	505 46		
<b>Total.....</b>	\$ 1,214 46		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Rogue River Valley Railway Company, 1892.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....	\$ 3,834 00		
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....	1,214 46		
Grand total.....	\$ 5,048 46		
Percentage of expenses to earnings, entire line.....	1 56		
Operating expenses, Oregon—			
Maintenance of way and structures.....	5,048 46		
Maintenance of equipment.....			
Conducting transportation.....			
General expenses.....			
Total.....	\$ 5,048 46		
Percentage of expenses to earnings, Oregon.....	1 56		

## Rogue River Valley Railway Company, 1892.

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		June 30, 1892.		Year ending June 30, 1892.		
Item.	Total.	Assets.	Item.	Total.	Increase.	Decrease.
		Cost of road, page 29.....	\$ 32,902 87			
		Cost of equipment, page 29.....	8,257 24			
		Stocks of other companies owned, page 37.....				
		Bonds of other companies owned, page 39.....				
		Other permanent investments.....				
		Real estate.....				
		Lands owned.....				
		Cash and current assets, page 23.....				
		Other assets—				
		Materials and supplies.....				
		Sinking fund.....				
		Sundries.....				
		Profit and loss.....				
		Grand total.....	\$ 41,160 11			
		Liabilities.				
		Capital stock, page 17.....				
		Funded debt, page 23.....	100,000 00			
		Current liabilities, page 23.....				
		Accrued interest on funded debt not yet payable.....				
		Income for redemption of bonds.....				
		Profit and loss.....				
		Grand total.....	\$ 100,000 00			

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Rogue River Valley Railway Company, 1892.*

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Wells, Fargo & Co.'s express; \$15 per month for carriage of treasure box; 20 cents per 100 pounds merchandise; 10 cents per 100 pounds special matter.

2. U. S. mail; \$233.31 per annum, being \$13.61 for 5.35 miles.

## EMPLOYÉS AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers, secretary.....	1		\$ 600 00	\$ .83 1/2
General office clerks.....				
Station agents.....	2	865	1,020 00	2 83
Other station men.....				
Enginemen.....	1	365	720 00	2 00
Firemen.....	1	365	480 00	1 33
Conductors.....	1	365	600 00	1 67
Other trainmen.....				
Machinists.....				
Carpenters.....				
Other shopmen.....				
Section foremen.....	1	312	600 00	1 92
Other trackmen.....				
Switchmen, flagmen, and watchmen.....				
Telegraph operators and dispatchers.....				
Employees—account floating equipment.....				
All other employes and laborers.....	6	312	1,872 00	2 00
Total (including general officers), Oregon.....	13	2,449	\$ 5,892 00	
Less general officers.....				
Total (excluding general officers), Oregon.....	12	2,084	\$ 5,292 00	
Distribution of above—				
General administration.....				
Maintenance of way and structures.....				
Maintenance of equipment.....				
Conducting transportation.....				
Total (including general officers), Oregon.....				
Less general officers.....				
Total (excluding general officers), Oregon.....	12	2,084	\$ 5,292 00	
Total (including general officers) entire line.....	13	2,449	\$ 5,892 00	

*Rogue River Valley Railway Company, 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue.....	17,006	
Number of passengers carried one mile.....		
Average distance carried.....		
Total passenger revenue, page 35.....		\$ 2,292 94
Average amount received from each passenger.....		
Average receipts per passenger per mile.....		*13 05
Estimated cost of carrying each passenger one mile.....		
Total passenger earnings, page 35.....		2,292 94
Passenger earnings per mile of road.....		
Passenger earnings per train-mile.....		
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....	619,236	
Number of tons carried one mile.....		
Average distance haul of one ton.....		
Total freight revenue, page 35.....		629 73
Average amount received for each ton of freight.....		
Average receipts per ton per mile.....		
Estimated cost of carrying one ton one mile.....		
Total freight earnings, page 35.....		629 73
Freight earnings per mile of road.....		
Freight earnings per train-mile.....		
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35.....		2,922 67
Passenger and freight revenue per mile of road.....		
Passenger and freight earnings, page 35.....		3,221 00
Passenger and freight earnings per mile of road.....		
Gross earnings from operation, page 35.....		3,221 00
Gross earnings from operation per mile of road.....		
Expenses, page 45.....		5,048 46
Expenses per mile of road.....		
<b>Train mileage—</b>		
Miles run by passenger trains.....	5½	
Miles run by freight trains.....	5½	
Miles run by mixed trains.....		
Total mileage trains earning revenue.....	5½	
Miles run by switching trains.....		
Miles run by construction and other trains.....		
Grand total train mileage.....	5½	
Mileage of loaded freight cars—north or east.....		
Mileage of loaded freight cars—south or west.....		
Mileage of empty freight cars—north or east.....		
Mileage of empty freight cars—south or west.....		
Average number of freight cars in train.....	1	
Average number of loaded cars in train.....	1	
Average number of empty cars in train.....		
Average number of tons of freight in train.....		
Average number of tons of freight in each loaded car.....		

\* Evidently an error.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Rogue River Valley Railway Company, 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue .....	17,006	
Number of passengers carried one mile .....		
Average distance carried .....		
Total passenger revenue .....		\$ 2,292 94
Average amount received from each passenger .....		
Average receipts per passenger per mile .....		
Estimated cost of carrying each passenger one mile .....		
Total passenger earnings .....		2,292 94
Passenger earnings per mile of road .....		
Passenger earnings per train-mile .....		
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue .....	619,236	
Number of tons carried one mile .....		
Average distance haul of one ton .....		
Total freight revenue .....		629 73
Average amount received for each ton of freight .....		
Average receipts per ton per mile .....		
Estimated cost of carrying one ton one mile .....		
Total freight earnings .....		629 73
Freight earnings per mile of road .....		
Freight earnings per train-mile .....		
<b>Passenger and freight—</b>		
Passenger and freight revenue .....		2,922 67
Passenger and freight revenue per mile of road .....		
Passenger and freight earnings .....		2,922 67
Passenger and freight earnings per mile of road .....		
Gross earnings from operation .....		
Gross earnings from operation per mile of road .....		5,048 46
Expenses .....		
Expenses per mile of road .....		
<b>Train mileage—</b>		
Miles run by passenger trains .....	5½	
Miles run by freight trains .....	5½	
Miles run by mixed trains .....		
Total mileage trains earning revenue .....	5½	
Miles run by switching trains .....		
Miles run by construction and other trains .....		
<b>Grand total train mileage—</b>		
Mileage of loaded freight cars—north or east .....		
Mileage of loaded freight cars—south or west .....		
Mileage of empty freight cars—north or east .....		
Mileage of empty freight cars—south or west .....		
Average number of freight cars in train .....	1	
Average number of loaded cars in train .....	1	
Average number of empty cars in train .....		
Average number of tons of freight in train .....		
Average number of tons of freight in each loaded car .....		

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Rogue River Valley Railway Company, 1892.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain.....				
	Flour.....				
	Other mill products.....				
	Hay.....				
	Tobacco.....				
Products of animals.	Cotton.....				
	Fruit and vegetables.....				
	Live stock.....				
	Dressed meats.....				
	Other packing-house products.....				
Products of mines.	Poultry, game, and fish.....				
	Wool.....				
	Hides and leather.....				
	Anthracite coal.....				
	Bituminous coal.....				
Products of forest.	Coke.....				
	Ore.....				
	Stone, sand, and other like articles.....				
	Lumber.....				
	Wood.....				
Manufac- tures.	Petr-oleum and other oils.....				
	Sugar.....				
	Naval stores.....				
	Iron, pig and bloom.....				
	Iron and steel rails.....				
Merchandise	Other castings and machinery.....				
	Bar and sheet metal.....				
	Cement, brick, and lime.....				
	Agricultural implements.....				
	Wagons, carriages, tools, etc.....				
Miscellaneous—other commodities not men- tioned above	Wines, liquors, and beers.....				
	Household goods and furniture.....				
Total tonnage, Oregon.....				619,236	
Total tonnage, entire line.....				619,236	

Quantities of each kind are so small that it is impossible to give these details.

*Rogue River Valley Railway Company, 1892.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....		1	1	Westinghouse		
Freight.....						
Switching.....						
Leased.....						
Total locomotives.....		1	1	Westinghouse		
Cars in passenger service—						
First-class passenger cars.....						
Second-class passenger cars.....						
Combination passenger cars.....		1	1	Westinghouse		
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....						
Other cars in passenger service.....						
Total.....		1	1	Westinghouse		
Cars in freight service—						
Box cars.....		1	1	Westinghouse		
Flat cars.....		1	1	Westinghouse		
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars.....						
Total.....		2	2	Westinghouse		
Cars in company's service—						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....						
Other road cars.....		2	2			
Total.....		2	2			
Cars contributed to fast freight line service—						
Total cars owned.....		5	2	Westinghouse		
Cars leased—						
Grand total cars.....		5	2	Westinghouse		

## Rogue River Valley Railway Company, 1892.

MILEAGE.  
A.—MILEAGE OF ROAD OPERATED.

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated during year.	New line constructed during year.		Rails.
	Main line.	Branches and spurs.						Iron.	Steel.	
Miles of single track	5½						5½			5½
Miles of second track										
Miles of third track										
Miles of fourth track										
Miles of yard track and sidings										
Total mileage operated (all tracks)	5½						5½			5½

B.—MILEAGE OF LINE BY STATES AND TERRITORIES.  
I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.		Rails.
	Main line.	Branches and spurs.						Iron.	Steel.	
State of Oregon	5½									5½
Total mileage operated (single track)	5½									5½

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.		Rails.
	Main line.	Branches and spurs.						Iron.	Steel.	
State of Oregon	5½									5½
Total mileage owned (single track)	5½									5½





*Rogue River Valley Railway Company, 1892.*

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of rail. (Feet.)
Bridges—							
Stone							
Iron							
Wooden							
Combination							
Total							
Trestles	4				Overhead highway crossings—		
Tunnels					Bridges		
					Conduits		
					Trestles		
					Total		
					Overhead railway crossings—		
					Bridges		
					Conduits	4	
					Trestles		
					Total	4	
					Tunnels		

GAUGE OF TRACK—Four feet eight and one-half inches; 44.68 miles.

## CAR MILEAGE.

State below all individuals, cooperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

Southern Pacific Railroad lines in Oregon, 50 cents per diam per car.

*Rogue River Valley Railway Company, 1892.*

## OATH.

STATE OF OREGON,  
County of Multnomah. } ss.

We, the undersigned, Wm. Honeyman, President, and W. A. Buchanan, Treasurer, of the Rogue River Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WM. HONEYMAN,  
President.  
W. A. BUCHANAN,  
Treasurer.

Subscribed and sworn to before me this 5th day of September, 1892.

[SEAL.]

G. ROSENBLATT,  
Notary Public for Oregon.

# REPORT

## OF THE

### OREGON PACIFIC RAILROAD COMPANY.

*For the year ending June 30, 1892.*

#### HISTORY.

1. Name of common carrier making this report? Oregon Pacific Railroad Company.
2. Date of organization? September 25, 1880.
3. Under laws of what Government, State, or Territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.
4. If a consolidated company, name the constituent companies. [Give reference to charter of each, and all amendment of same.] None.
5. Date and authority for each consolidation? None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating report.] What carrier operates the road of this company? None.

#### ORGANIZATION.

Names of directors.	Postoffice address.	Date of expiration of term.
T. Egenton Hogg.....	Corvallis, Or.....	
Wm. M. Hoag.....	Corvallis, Or.....	
Wallis Nash.....	Corvallis, Or.....	
Zephin Job.....	Corvallis, Or.....	
G. R. Farra.....	Corvallis, Or.....	
T. Graham.....	Corvallis, Or.....	
B. W. Wilson.....	Corvallis, Or.....	
E. A. Abbey.....	Corvallis, Or.....	
A. Hackleman.....	Corvallis and Albany, Or.	
B. R. Job.....		
Osgood Welsh.....		
R. G. Hazard.....		
N. S. Bentley.....		
Geo. S. Coe.....		
H. C. Atwood.....		
John I. Blair.....		

Total number of stockholders at date of last election?  
 Date of last meeting of stockholders for election of directors?  
 Give postoffice address of general office. Corvallis, Oregon.  
 Give postoffice address of operating office. Corvallis, Oregon.

*Oregon Pacific Railroad Company, 1892.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board		
President	T. Egerton Hogg	Corvallis, Or.
First vice-president	Wm. M. Hoag	Corvallis, Or.
Second vice-president	Wallis Nash	Corvallis, Or.
Third vice-president	Norman S. Bentley	New York, N. Y.
Secretary	Zephin Job	Corvallis, Or.
Treasurer	Norman S. Bentley	New York, N. Y.
Receiver	T. E. Hogg	Corvallis, Or.
General solicitor		
Attorney, or general counsel		
Comptroller	C. C. Hogue	Corvallis, Or.
Assistant comptroller		
Auditor	C. C. Hogue	Corvallis, Or.
Assistant auditor		
Manager	Wm. M. Hoag	Corvallis, Or.
Assistant general manager		
Chief engineer		
Superintendent	E. W. Hadley	
Assistant general superintendent		
Division superintendent		
Division superintendent		
Division superintendent		
Superintendent of telegraph	Chas. Clark	Corvallis, Or.
Traffic manager		
Assistant traffic manager		
General freight agent	C. C. Hogue	Corvallis, Or.
Assistant general freight agent		
General passenger agent	C. C. Hogue	Corvallis, Or.
Assistant general passenger agent		
General ticket agent		
Assistant general ticket agent		
General baggage agent		
Superintendent of express		
Land commissioner		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles of line for each class roads named.</i>
	<i>From—</i>	<i>To—</i>		
Willamette Valley & Coast R. R. Co. operated by Oregon Pacific R. R. Co.	Yaquina	Halsted	127.9	
Total				

The track is laid between Yaquina and Boulder Creek, a distance of 141.81 miles; but has only regularly been operated from Yaquina to Halsted, a distance of 127.9 miles.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1892.*

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROADS NOT MAKING OPERATING REPORTS; OR SUBSIDIARY OPERATING ROADS.]

Give here a full explanation of the contract existing between road (or roads) mentioned on page 13, and the company by which it is operated. In the case of a subsidiary company making an operating report, its mileage will of course appear on page 9.

Contract between the Willamette Valley & Coast Railroad Company and the Oregon Pacific Railroad Company in writing, dated in September, 1890. The Oregon Pacific Railroad Company is constructing the line of road for the Willamette Valley & Coast Railroad Company, and under this contract the Oregon Pacific Railroad Company operates the completed portions of the road pending the completion of the whole line. There is no other compensation to the Willamette Valley & Coast Railroad Company.

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—						
Common	180,000	\$ 100 00	\$ 18,000,000			
Preferred						
Total						
Manner of payment for capital stock.						
Issued for cash—	Number of shares issued during year.	Cash realized on amt issued during year.	Total number of shares issued.	Total cash realized.	Remarks.	
Common						
Preferred						
Issued for construction—						
Common						
Preferred						
Issued for reorganization—						
Common						
Preferred						
Issued for						
Total						

## Oregon Pacific Railroad Company, 1892.

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	When payable.	Interest.	
	Date of issue.	When due.							Amount accrued during year.	Am't paid during year.
First mortgage	1890	1900	\$ 15,000,000				6%	Apr. 1, Oct. 1		
Grand total			\$ 15,000,000							

The funded debt of the Willamette Valley & Coast Railroad Company and of the Oregon Pacific Railroad Company consists of \$15,000,000 of 6% first mortgage gold bonds issued jointly by the two companies; interest payable semi-annually on April 1st and October 1st. Default was made in payment of interest due October 1, 1890, and on October 28, 1890, a receiver was appointed by the circuit court of the State of Oregon for Benton county.

## RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.		Amount outstanding.	Interest.	
				Amount accrued during year.	Amount paid during year.
Mortgage bonds, page 19.	\$	15,000,000 00			
Miscellaneous obligations, page 21.					
Income bonds, page 19.					
Total	\$	15,000,000 00			





*Oregon Pacific Railroad Company, 1892.*

## RECAPITULATION.

## A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other proper- ties.	Miles.	Amount.	
Capital stock, page 17						
Bonds, page 19 (grand total)						
Equipment trust obligations, page 21						
Total						

## B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
Oregon Pacific Railroad Co., joint liabilities with W. V. & C. R. Co.	\$ 18,000,000 00	\$ 15,000,000 00				
Total						

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Oregon Pacific Railroad Company, 1892.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1891	* Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses				
		Charged to income account as permanent improvements.	Charged to construction or equipment.			
Construction —						
Right of way				\$ 67,417 58		
Other real estate						
Fences				21,535 68		
Grading and bridge and culvert masonry				1,898,713 83		
Bridges and trestles				613,280 10		
Rails				904,342 04		
Ties				136,924 96		
Other superstructure				120,823 24		
Buildings, furniture and fixtures				36,120 14		
Shop machinery and tools				35,953 21		
Engineering expenses				320,148 52		
Interest during construction				46,589 21		
Discount on securities sold for construction						
Telegraph line				22,360 22		
Wharving, etc.						
Sidings and yard extensions				36,888 74		
Terminal facilities and elevators						
Road built by contract				164,510 48		
Tunnels				138,385 96		
Other items				\$ 4,531,894 11		
Total construction						
Equipment —						
Locomotives				121,807 30		
Passenger cars				30,217 98		
Sleeping parlor and dining cars						
Baggage, express and postal cars				15,138 12		
Combination cars						
Freight cars				171,133 00		
Other cars of all classes						
Floating equipment				3,973 31		
Total equipment				\$ 342,269 71		
Grand total cost construction, equipment, etc.				\$ 4,877,163 82		
Total cost construction, equipment etc.						

\* Same as June 30, 1891.

*Oregon Pacific Railroad Company, 1892.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35		\$ 117,339 46
Less operating expenses, page 45		197,804 71
Income from operation		
Deficit		80,465 25
Dividends on stocks owned, page 37		
Interest on bonds owned, page 39		
Miscellaneous income, less expenses, page 41		
Income from other sources		
Total income		
Deficit		\$ 80,465 25
Deductions from income—		
Interest on funded debt accrued, page 23		
Interest on interest-bearing current liabilities accrued, not otherwise provided for		
Rents, page 47, A		
Taxes		
Permanent improvements, page 29		
Other deductions		
Total deductions from income		
Net income		
Deficit		\$ 80,465 25
Dividends, %, common stock		
Dividends, %, preferred stock		
Other payments from net income		
Total		
Surplus from operations of year ending June 30, 1892		
Deficit from operations of year ending June 30, 1892		\$ 80,465 25
Surplus on June 30, 1891 (from general balance sheet, 1891 report)		
Deficit on June 30, 1891 (from general balance sheet, 1891 report)		
Additions for year		
Deductions for year		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51)		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)		\$ 80,465 25

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]

*Oregon Pacific Railroad Company, 1892.*

## EARNINGS FROM OPERATION—STATE OF OREGON.

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue.....			\$ 34,050 29
Less repayments—			
Tickets redeemed.....			
Excess fares refunded.....			
Other repayments.....			
Total deductions.....			
Total passenger revenue.....			\$ 34,050 29
Mail.....			7,324 52
Express.....			1,417 36
Extra baggage and storage and other items.....			1,827 26
Total passenger earnings.....			\$ 44,619 43
Freight—			
Freight revenue.....			72,720 03
Less repayments—			
Overcharge to shippers.....			
Other repayments.....			
Total deductions.....			
Total freight revenue.....			\$ 72,720 03
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			\$ 72,720 03
Total passenger and freight earnings.....			\$ 117,339 46
Other earnings from operation—			
Car mileage, balance.....			
Switching charges, balance.....			
Telegraph companies.....			
Rents from tracks, yards, and terminals, page 41.....			
Rents not otherwise provided for.....			
Other sources.....			
Total other earnings.....			
Total gross earnings from operation, Oregon.....			\$ 117,339 46
Total gross earnings from operation, entire line.....			

Notice should be taken of the fact that the earnings of the road operated by the Oregon Pacific Railroad are chiefly dependent, so far as freight is concerned, on the transportation between Yaquina and San Francisco. During the term of the receivership embraced in this report the steamship Willamette Valley has been the only steamer engaged in this traffic. Consequent detention of freight followed by a very great diminution in the volume of freight tendered to the Oregon Pacific Railroad for transportation was the inevitable result.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1892.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures—			
Repairs of roadway.....		\$	14,443 61
Renewals of rails.....			3,025 81
Renewals of ties.....			2,303 45
Repairs of bridges and culverts.....			15,400 99
Repairs of fences, road-crossings, signs, and cattle guards.....			632 31
Repairs of buildings.....			2,396 94
Repairs of docks and wharves.....			29 72
Repairs of telegraph.....			1,137 25
Other expenses.....			319 15
Total.....		\$	69,646 21
Maintenance of equipment—			
Repairs and renewals of locomotives.....			3,489 67
Repairs and renewals of passenger cars.....			1,390 00
Repairs and renewals of freight cars.....			5,481 06
Repairs and renewals of ferry-boats, tugs, floats, and barges.....			691 04
Shop machinery, tools, etc.....			
Other expenses.....			
Total.....		\$	11,051 80
Conducting transportation—			
Wages of enginemen, firemen and round-house men.....			11,336 70
Fuel for locomotives.....			8,108 45
Water supply for locomotives.....			1,055 66
All other supplies for locomotives.....			470 90
Wages of other trainmen.....			10,738 34
All other train supplies.....			263 72
Wages of switchmen, flagmen and watchmen.....			2,571 38
Expense of telegraph, including train dispatchers and operators.....			7,234 79
Wages of station agents, clerks, and laborers.....			11,100 17
Station supplies.....			306 49
Switching charges, balance.....			
Car mileage, balance.....			21 28
Loss and damage.....			1,484 06
Injuries to persons.....			164 25
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies.....			7,410 85
Other expenses.....			
Total.....		\$	62,757 29
General expenses—			
Salaries of officers.....			27,819 29
Salaries of clerks.....			2,732 32
General office expenses and supplies.....			1,896 61
Agencies, including salaries and rent.....			1,557 18
Advertising.....			
Commissions.....			
Insurance.....			
Expense of fast freight lines.....			
Expense of traffic associations.....			
Expense of stock yards and elevators.....			
Rents for tracks, yards, and terminals, page 47, B.....			9,078 22
Rents not otherwise provided for.....			
Legal expenses.....			7,648 03
Stationery and printing.....			1,444 94
Other general expenses.....			2,129 81
Total.....		\$	54,306 41

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1892.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures			\$ 69,689 21
Maintenance of equipment			11,051 80
Conducting transportation			62,757 29
General expenses			54,306 41
Grand total			\$197,804 71
Percentage of expenses to earnings, entire line			1.6859
Operating expenses, Oregon—			
Maintenance of way and structures			
Maintenance of equipment			
Conducting transportation			
General expenses			
Total			
Percentage of expenses to earnings, Oregon			

As there is no just and exact method of apportioning operating expenses to passenger traffic and to freight traffic, this office has never attempted such division.

This road being wholly within the State of Oregon, does not report to the Inter-State Commerce Commission, and the method of division of operating expenses adopted by that body was pronounced arbitrary and unsatisfactory by the Association of Railway Accountants.

*Oregon Pacific Railroad Company, 1892.*

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping parlor; or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Wells, Fargo & Co. covering the line from Yaquina to Halsted, a distance of 127.9 miles, from which revenue is derived as follows: Regular express matter one and one-half times first-class freight rates; special express matter, same as first-class freight rates.

## SECURITY FOR FUNDED DEBT—PAGE 23.

Class of bond or obligation.	What road mortgaged.		Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—				
First mortgage bonds	Yaquina	Polse	600	All.	None	None.
			\$ 25,000 00			

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1892.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked.</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....	7		\$ 17,440 32	
General office clerks.....	10		10,173 52	
Station agents.....	10	3,720	8,470 16	\$ 2 28
Other station men.....	8	2,652	4,901 20	1 60
Enginemen.....	7	1,632	7,266 80	4 45
Firemen.....	5	1,506	3,956 76	2 48
Conductors.....	5	1,248	4,412 28	3 53
Other trainmen.....	10	2,676	6,307 94	2 86
Machinists.....	5	1,212	3,906 72	3 22
Carpenters.....	9	2,882	9,356 36	3 24
Other shopmen.....	11	3,192	8,333 96	2 62
Section foremen.....	17	5,820	13,080 24	2 25
Other trackmen.....	50	13,820	14,986 68	1 08
Switchmen, flagmen, and watchmen.....	8	3,012	5,318 94	1 76
Telegraph operators and dispatchers.....	4	1,488	4,980 77	3 35
Employés—account floating equipment.....				
All other employés and laborers.....	60	10,032	23,253 76	2 32
Total (including general officers), Oregon.....	226	54,882	\$ 146,146 69	
Less general officers.....	7		17,440 32	
Total (excluding general officers), Oregon.....	219		\$ 128,706 37	
Distribution of above—				
General administration.....			27,613 84	
Maintenance of way and structures.....			58,338 28	
Maintenance of equipment.....			14,579 77	
Conducting transportation.....			45,614 85	
Total (including general officers), Oregon.....			\$ 146,146 69	
Less general officers.....			17,440 32	
Total (excluding general officers), Oregon.....			\$ 128,706 37	
Total (including general officers) entire line.....				



*Oregon Pacific Railroad Company, 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue	48,726	
Number of passengers carried one mile	1,444,346.83	
Average distance carried	29.6	
Total passenger revenue, page 35		\$ 34,050.29
Average amount received from each passenger		.69¢
Average receipts per passenger per mile		.0255
Estimated cost of carrying each passenger one mile		
Total passenger earnings, page 35		44,619.43
Passenger earnings per mile of road		348.86182
Passenger earnings per train-mile		
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue	43,436.25	
Number of tons carried one mile	2,649,344.83	
Average distance haul of one ton	61	
Total freight revenue, page 35		
Average amount received for each ton of freight		1.67417
Average receipts per ton per mile		.02744
Estimated cost of carrying one ton one mile		
Total freight earnings, page 35		72,720.08
Freight earnings per mile of road		568.569
Freight earnings per train-mile		
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35		106,770.32
Passenger and freight revenue per mile of road		
Passenger and freight earnings, page 35		
Passenger and freight earnings per mile of road		
Gross earnings from operation, page 35		
Gross earnings from operation per mile of road		
Expenses, page 45		
Expenses per mile of road		
<b>Train mileage—</b>		
Miles run by passenger trains	51,966	
Miles run by freight trains	25,984	
Miles run by mixed trains	24,830	
Total mileage trains earning revenue	106,782	
Miles run by switching trains		
Miles run by construction and other trains		
<b>Grand total train mileage.</b>		
Mileage of loaded freight cars—east	107,682	
Mileage of loaded freight cars—west	269,708	
Mileage of empty freight cars—east	183,384	
Mileage of empty freight cars—west	17,916	
Average number of freight cars in train	18	
Average number of loaded cars in train	8	
Average number of empty cars in train	5	
Average number of tons of freight in train	47	
Average number of tons of freight in each loaded car	6	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Pacific Railroad Company, 1892.***FREIGHT TRAFFIC MOVEMENT.**

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain	13,340.32	3,469.11	16,809.43	38.59
	Flour	1,329.02	1.02	1,330.04	03.06
	Other mill products				
	Hay	553.85		553.85	01.17
	Tobacco				
Products of animals.	Cotton				
	Fruit and vegetables	288.69	89.48	378.17	.81
	Hops	9.95		9.95	.02
	Live stock	103.12	4.55	109.67	.25
	Dressed meats	18.15	.03	18.18	.04
Products of mines.	Other packing-house products				
	Poultry, game, and fish	8.90		8.90	.02
	Wool	27.73	.52	28.25	.06
	Hides and leather	39.57	62.99	102.56	.23
	Anthracite coal	8.92	17.86	26.78	.06
Products of forest.	Bituminous coal				
	Coke				
	Ores	.25		.25	
	Stone, sand, and other like articles				
	Lumber	14,347.26	18.68	14,565.94	33.07
Manufactures.	Wood	885.62		885.62	2.38
	Petroleum and other oils	60.85	7.50	68.35	.15
	Sugar				
	Naval stores				
	Iron, pig and bloom				
Merchandise	Iron and steel rails	23.96		23.96	.05
	Other castings and machinery	46.14	32.43	78.57	.18
	Bar and sheet metal	19.61	3.16	22.77	.05
	Cement, brick, and lime	14.30	.39	14.69	.03
	Agricultural implements	38.57	1.40	39.97	.09
Miscellaneous—other commodities not men- tioned above.	Wagons, carriages, tools, etc.	31.99		31.99	.07
	Wines, liquors, and beers	208.94	17.41	226.35	.52
	Household goods and furniture	223.66	49.01	272.67	.62
Total tonnage, Oregon		1,709.17	6,320.17	8,029.34	18.48
Total tonnage, entire line		33,340.54	10,095.71	43,436.25	100.00

*Oregon Pacific Railroad Company, 1892.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger.....		10				
Freight.....		4				
Switching.....		2				
Leased.....						
Total locomotives.....		16				
Cars in passenger service—						Miller.
First-class passenger cars.....		5	5	Westinghouse	5	Miller.
Second-class passenger cars.....						
Combination passenger cars.....		2		Westinghouse	2	Miller.
Emigrant cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....						
Baggage, express, and postal cars.....		4		Westinghouse	4	Miller.
Other cars in passenger service.....		1		Westinghouse	1	Miller.
Total.....		12	12	Westinghouse	12	Miller.
Cars in freight service—						
Box cars.....		253	253	Hand brake	253	Link and pin
Flat cars.....		81	81	Hand brake	81	Link and pin
Stock cars.....		1	1	Hand brake	1	Link and pin
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars.....						
Total.....		335	335	Hand brake	335	Link and pin
Cars in company's service—						
Gravel cars.....						
Derrick cars.....		1	1	Hand brake	1	Link and pin
Coal cars.....		5	5	Hand brake	5	Link and pin
Other road cars.....						
Total.....		6	6	Hand brake	6	Link and pin
Cars contributed to fast freight line service—						
Total cars owned.....		353				
Cars leased—						
Grand total cars.....		353				

*Oregon Pacific Railroad Company, 1892.*

**MILEAGE.**  
A.—MILEAGE OF ROAD OPERATED.

Line in use.	Line represented by capital stock.		Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	Rails.	
	Main line.	Branches and spurs.						Iron.	Steel.
Miles of single track				127.9					127.9
Miles of second track									
Miles of third track									
Miles of fourth track									
Miles of yard track and sidings				13.46					13.46
Total mileage operated (all tracks)				141.36					141.36

**B.—MILEAGE OF LINE BY STATES AND TERRITORIES.**  
**I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.**

State or territory.	Line represented by capital stock.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, carrying truckage rights.	Line operated under truckage rights.	Rate.	
	Main line.	Branches and spurs.							Iron.	Steel.
State of Oregon					1,779 13,46					141.36
Total mileage operated (single track)					141.36					141.36

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT

[illegible]

*Oregon Pacific Railroad Company, 1892.*

## RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.
Iron.....				Flr.....	19,887
Total iron.....					
Steel.....					
Total steel.....				Total.....	19,887
					Average price at distributing point.
					21
					21

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....				2,625			
Freight.....				1,312	4,608 12		
Switching.....							
Construction.....							
Total.....							
Average cost at distributing point.....			\$ 2 58				

One cord fir wood estimated at 3,000 pounds. Cost is computed as delivered in locomotive tank.

## Oregon Pacific Railroad Company, 1892.

## CHARACTERISTICS OF ROAD.

Working divisions or branches.		Alignment.				Profile.						
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Length of level line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
Yaquina.....	Boulder Creek.....	141.81	523	54.15	87.66	48.36	91	2,475.9	72.01	56	810.1	21.44
Total.....		141.81	523	54.15	87.66	48.36	91	2,475.9	72.01	56	810.1	21.44

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of trestle above surface of road. (Feet.)
Bridges—					Overhead highway crossings—		
Stone.....	384	42,285	6	2,512	Bridges.....	284	
Iron.....					Conduits.....		
Wooden.....					Trestles.....		
Combination.....					Total.....		
Total.....					Overhead railway crossings—		
Trestles.....					Bridges.....		
Tunnels.....	3	1,975	480	805	Conduits.....		
					Trestles.....		
					Total.....		
					Tunnels.....		

GAUGE OF TRACK—Four feet eight and one half inches; 141.81 miles.  
Four feet eight and one half inches; 13.46 miles.

*Oregon Pacific Railroad Company, 1892.*

## TELEGRAPH.

## A.—OWNED BY COMPANY MAKING THIS REPORT.

<i>Miles of line.</i>	<i>Operated by this company.</i>		<i>Operated by another company.</i>	
	<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Miles of line.</i>	<i>Miles of wire.</i>
138	127.9	127.9		Oregon Pacific R. Co. and W. V. & C. R. R. Co.

## B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

<i>Miles of line.</i>	<i>Miles of wire.</i>	<i>Name of owner.</i>	<i>Name of operating company.</i>

## OATH.

STATE OF OREGON, }  
County of Benton, } ss.

I, the undersigned, C. C. Hogue, Auditor of the Oregon Pacific Railroad Company (T. E. Hogue, Receiver), do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts.

C. C. HOGUE,  
Auditor.

Subscribed and sworn to before me this ..... day of ..... 189 .....

# REPORT

## OF THE

### NORTHERN PACIFIC RAILROAD COMPANY.

*For the year ending June 30, 1892.*

#### HISTORY.

1. Name of common carrier making this report? Northern Pacific Railroad Company.
2. Date of organization? September 29, 1875.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Chartered by act of Congress, July 2, 1864.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
5. Date and authority for each consolidation? None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Northern Pacific Railroad Company, chartered by Congress July 2, 1864.
7. [For companies not making operating reports.] What carrier operates the road of this company? None.

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Chas. B. Wright.....	Philadelphia.....	October, 1893.
Thos. F. Oakes.....	New York.....	
R. G. Rolston.....	New York.....	
W. L. Bull.....	New York.....	
Henry Villard.....	New York.....	
Edwin H. Abbot.....	New York.....	
Chas. L. Colby.....	New York.....	
Colgate Hoyt.....	New York.....	
G. A. Morrison.....	New York.....	
Chas. T. Barney.....	New York.....	
Jas. B. Haggin.....	New York.....	
Jas. B. Williams.....	Stamford, Conn.....	
D. S. Wegg.....	Chicago, Ill.....	

Total number of stockholders at date of last election? Four thousand and thirty-nine.  
 Date of last meeting of stockholders for election of directors? October 16, 1890.  
 Give postoffice address of general office. 35 Wall street, New York.  
 Give postoffice address of operating office. St. Paul, Minn.



*Northern Pacific Railroad Company, 1892.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	Henry Villard.....	New York.
President.....	T. F. Oakes.....	New York.
First vice-president.....	J. B. Williams.....	New York.
Second vice president.....	C. H. Prescott.....	Tacoma, Wash.
Third vice-president.....		
Secretary.....	G. H. Earl.....	New York.
Treasurer.....	G. S. Baxter.....	New York.
General counsel.....	Jas. McNaught.....	New York.
Counsel.....	J. C. Bullitt, Jr.....	St. Paul, Minn.
Comptroller.....		
Assistant comptroller.....		
Auditor-general.....	J. A. Barker.....	New York.
Assistant auditor.....	M. P. Martin.....	St. Paul, Minn.
General manager.....	W. S. Mellen.....	St. Paul, Minn.
Assistant general manager.....	W. G. Pearce.....	St. Paul, Minn.
Chief engineer.....	J. W. Kendrick.....	Chicago, Ill.
Superintendent.....	M. C. Kimberly.....	St. Paul, Minn.
Assistant general superintendent.....	G. W. Dickinson.....	Tacoma, Wash.
	A. E. Law.....	Minneapolis.
	F. Greene.....	Superior, Wis.
	G. W. Vanderslice.....	Winnipeg, Man.
	A. J. McCabe.....	Jamestown, N. D.
	J. E. Phelan.....	Dickinson, N. D.
Division superintendents.....	John Dorsey.....	Glendive, N. D.
	J. D. Finn.....	Livingston, Mont.
	W. H. Brimson.....	Missoula, Mont.
	F. W. Gilbert.....	Sprague, Wash.
	C. S. Prowell.....	Ellensburg, Wash.
	Jos. McCabe.....	Tacoma, Wash.
	N. Kline.....	Seattle, Wash.
Superintendent of telegraph.....	O. C. Greene.....	St. Paul, Minn.
General traffic manager.....	J. M. Hannaford.....	St. Paul, Minn.
Assistant traffic manager.....		
General freight agent.....	S. L. Moore.....	St. Paul, Minn.
Assistant general freight agent.....	S. G. Fulton.....	Portland, Or.
General passenger agent.....	C. S. Fee.....	St. Paul, Minn.
Assistant general passenger agent.....	B. N. Austin.....	St. Paul, Minn.
General ticket agent.....	C. S. Fee.....	St. Paul, Minn.
Assistant general ticket agent.....	A. L. Craig.....	St. Paul, Minn.
General baggage agent.....	W. H. Lowe.....	St. Paul, Minn.
Superintendent of express.....	H. H. Browning.....	Chicago Ill.
Land commissioner.....	C. B. Lamborn.....	St. Paul, Minn.

*Northern Pacific Railroad Company, 1892.*

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

Name.	Terminals.		Miles line for each road named.	Miles of line for each class roads named.
	From—	To—		
Northern Pacific R. R. Co.	Ashland, Wis.	Portland.		2,137 14
	Duluth.	South Superior.	7.71	
	Bay Front Line.	Superior.	2.65	
	Aitken Spur, Minn.		.88	
	Howe's Mill Spur, Minn.		1.23	
	Brick Yard Spur.	Brainard.	1.31	
	Motley Spur.		.87	
	Spur at Mandan, North Dakota.		.65	
	Spur at Sioux, N. D.		.32	
	Spur at Bozeman, Montana.		.91	
	Spur at Bonher, Montana.		1.45	
	Spur at Spokane, Washington.		.41	
	Spur at Tacoma, Washington.	Lumber Mill.	.23	
	Spur at Tacoma, Washington.	Smelter.	4.01	
	Spur at Winlock, Washington.		.13	
	Spur at Bucada, Washington.		.66	
	Spur at Linton, Or.		.26	
	Cokedale Spur, Montana.		3.59	27.27
	Little Falls, Minn.	Morris.	89.08	
	N. P. & Black Hills R. R.	Wadena Junction.	117.05	
Little Falls & Dakota R. R.	Fargo.	La Moure.	87.41	
N. P. & Southwestern R. R.	Sanborn.	Cooperstown.	36.75	
Fargo & Turtle Mountain R. R.	Jamestown.	Minnewaukan.	102.59	
S. C. & Turtle Mountain R. R.	La Moure.	Edgeley.	21.30	
Jamestown & Northern R. R.	Fairview.	Bayne.	14.84	
N. P. & La Moure & Mo. River R. R.	Minnewaukan.	Leeds.	18.03	
Southeastern Dakota R. R.	Prickley Pear Jct.	Wickes.	20.58	
Jameston & Northern Extension R. R.	Livingston.	Cinnabar.	52.61	
Helena & Jefferson County R. R.	International Bdy.	Winnipeg.	65.79	
Rocky Mountain R. R. of Montana	Portage Junction.	Portage La Prairie.	52.52	
N. P. & Manitoba R. R.	Morris.	Brandon.	145.23	
	Mission, Idaho.	Burke & Lookout.	49.59	
Cœur d'Alene Ry. & Nav. Co.	Hauser Junction.	Cœur d'Alene City.	14.39	
Spokane Falls & Idaho R. R.	Clealum.	Roslyn Mines.	5.39	
Clealum R. R.	Cascade.	Wilkeson C'rb'n'do.	17.37	
N. P. & Cascade R. R.	Palmer.	Kangley.	4.43	
Green River & Northern R. R.	Orting.	Puyallup River.	7.65	
Tacoma, Orting & Southeastern R. R.	Laurel.	Red Lodge.	45.43	
Rocky Fork & C. City R. R.	Meeker.	Seattle.	31.42	
N. P. & Puget Sound S. R. R.	Fertile.	Carthage.	44.51	
Duluth, Crookston & Northern R. R.				

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1892.*

## PROPERTY OPERATED—CONCLUDED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order :

1. Railroad line represented by capital stock :
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account, page 31.

Name.	Terminals.		Miles line for each road named.	Miles line for each class of roads named.
	From—	To—		
United Railroads of Washington.....	Centralia.....	Ocoosa & Cosmopolis.....	66.78	
	Lake View.....	Gate City.....	43.43	
	Elma.....	Summit.....	10.29	1,164.41
James River Valley R. R. ....	Jamestown.....	Oakes.....	63.75	
	Logan.....	Butte.....	70.88	
	Sappington.....	Norris.....	20.90	
	Harrison.....	Pony.....	7.09	
	Jefferson.....	Calvin.....	30.05	
N. P. & Montana R. R. ....	Boulder.....	Elkhorn.....	20.40	
	Clought Junction.....	Maryville.....	12.58	
	Drummond.....	Rumsey.....	32.12	
	Missoula.....	Granisdale.....	50.83	
	De Smet.....	Lookout.....	109.53	
	Cheney.....	Grand Coulee.....	108.54	
Central Washington R. R. ....	Winnipeg Junction.....	International Bdy.....	203.77	
Duluth & Manitoba R. R. ....	Marshall.....	Genesee.....	105.43	
	Pullman Junction.....	Ju laetta.....	37.90	
	Belmont.....	Farmington.....	6.09	
St. Paul & Northern Pacific Ry. ....	Minneapolis.....	Brainard Staples.....	181.70	
Helena & Red Mountain Ry. ....	Helena.....	Rimini.....	17.08	1,080.64
St. Paul Union Depot Co. ....	Track in St. Paul.....		.56	
Great Northern Ry. ....	St. Paul.....	Minneapolis.....	12.12	
Minneapolis Union Ry. ....	University Switch.....	Minneapolis.....	2.60	
Minnesota & St. Louis Ry. ....	Track in Minnea- polis.....		1.62	
Northern Pacific Terminal Co. ....	Track in Portland.....		1.32	
St. Paul & Duluth Ry. (1/4 owned)	Carlton.....	Duluth.....	24.60	
Superior Short Lines (1/2 owned)	Tracks on Connor's Point.....	Superior.....	1.54	44.36
Total.....				4,453.83

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Northern Pacific Railroad Company, 1892.

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate.	Amount.
Capital stock—Common	490,000	\$ 100 00	\$ 49,000,000	\$ 49,000,000 00		
Preferred	510,000	100 00	51,000,000	36,564,250 05	1%	\$ 365,191 00
Total	1,000,000		\$ 100,000,000	\$ 85,564,250 05	1%	\$ 365,081 00
						\$ 365,781 00
						\$ 1,096,053 00
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amt issued during year.	Total number of shares issued.	Total cash realized.	Remarks.	
Issued for cash—Common					All stock is issued in consideration and in pursuance of the plan of reorganization adopted at a meeting of the holders of the first mortgage bonds of the former organization, reorganized and affirmed by the court in the proceedings whereby said mortgage was foreclosed. Copy of the plan of reorganization filed with report for year ending June 30, 1892.	
Issued for construction—Common						
Preferred						
Issued for reorganization—Common			490,000	\$ 49,000,000		
Preferred			510,000	51,000,000		
Issued for						
Total			1,000,000	\$ 100,000,000		

## Northern Pacific Railroad Company, 1892.

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash real-ized on amount issued.	Rate.	When payable.	Interest.	
	Date of issue.	When due.							Amount accrued during year.	Am't paid during year.
Gen. 1st mortgage.	1881	1921	\$ 46,948,000 00	\$ 46,948,000 00	\$ 48,936,000 00	\$ 44,135,290 50	64	Jan., July.	\$ 2,638,840 00	\$ 2,640,000 00
Gen. 2d mortgage.	1883	1933	20,000,000 00	20,000,000 00	19,428,000 00	16,485,989 76	64	April, Oct.	1,171,650 00	1,172,800 00
Gen. 3d mortgage.	1887	1937	12,000,000 00	11,370,000 00	11,370,000 00	9,106,921 00	64	June, Dec.	679,175 00	685,260 00
Consolidated m't'g.	1889	1989	160,000,000 00	47,411,000 00	47,411,000 00	41,735,401 99	64	June, Dec.	1,957,686 54	1,899,515 71
Missouri division.	1879	1919	2,500,000 00	2,500,000 00	1,936,000 00	2,499,738 00	64	May, Nov.	117,140 00	118,320 00
P. d'Oreille division.	1879	1919	4,500,000 00	4,500,000 00	1,031,000 00	4,325,599 73	64	Mar., Sept.	69,848 53	76,138 53
Division cert's. ext.	1887	1907	4,640,821 20	4,640,821 20	610,500 00	4,640,821 20	64	Jan., July.	37,516 00	39,375 27
Grand total.			\$250,583,821 20	\$137,364,821 20	\$125,732,500 00	\$122,929,762 50			\$ 6,691,956 07	\$ 6,631,549 51

Consolidated mortgage is intended to retire prior mortgages.

## EQUIPMENT TRUST OBLIGATIONS

## A.—GENERAL STATEMENT.

Series or other designation.	Date of contract.	Term.	Number of payments.	Equipment covered.	Remarks.
N. W. Equipment Company.	1888	10 years	One	82 locomotives	
				2,630 box cars	
				500 coal and dump cars	
				550 furniture cars	
				10 passenger cars	
				50 refrigerator cars	
				5 express cars	
				20 emigrant cars	
				6 mail and express cars	

Contract mentioned above provides for the purchase by the Northern Pacific Railroad Company of the equipment described in October, 1888, the railroad company depositing with the trustee annually an amount in cash or bonds equal to 10% of the purchase price as collateral security for the purchase at date stated. In the meantime the railroad company pays as rental for use of the equipment 7% per annum on cost and collects interest on bonds held by trustee.

## Northern Pacific Railroad Company, 1892.

## FUNDED DEBT.—CONCLUDED.

## B.—STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	Deferred payments—principal			Deferred payments—interest.			Rate.
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Am't accrued during year.	Am't paid during year.	
N. W. Equipment Company		\$ 3,000,000	\$ 3,000,000			\$ 210,000	\$ 210,000	7%
Total								
Miscellaneous obligations," p. 19		\$ 3,000,000	\$ 3,000,000			\$ 210,000	\$ 210,000	7%
Total "miscel. obligations"								

## RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.		Amount outstanding.		Interest.	
					Amount accrued during year.	Amount paid during year.
Mortgage bonds, page 19	\$ 137,364,821 20	\$ 125,732,500 00	\$ 6,691,956 07	\$ 6,631,549 51		
Miscellaneous obligations, page 21	3,000,000 00	3,000,000 00	210,000 00	210,000 00		
Income bonds, page 19						
Total	\$ 140,364,821 20	\$ 128,732,500 00	\$ 6,901,956 07	\$ 6,841,549 51		

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



## Northern Pacific Railroad Company, 1892.

## RECAPITULATION.

## A.—FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock, page 17	\$ 85,564,250 05			3,279.23	\$ 26,092 79	
Bonds, page 19 (grand total)	125,732,500 00			3,279.23	38,342 05	
Equipment trust obligations, page 21	3,000,000 00			3,279.23	914 84	
Total	\$ 214,296,750 05			3,279.23	\$ 65,349 71	

## B.—FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT, PAGE 31.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	Amount per mile of road.	
					Miles.	Amount.
N. P. R. R. Co. and branch lines owned.	\$ 85,564,250 05	\$ 128,732,500 00	\$ 15,472,455 54	\$ 229,769,205 59	3,279.23	\$ 70,037 54
James River Valley R. R. Co.	1,000,000 00	963,000 00	—	1,963,000 00	168.75	30,723 14
Spokane & Palouse R. R. Co.	1,000,000 00	1,766,000 00	—	2,766,000 00	149.42	28,911 88
Idaho & Manitoba R. R. Co.	2,000,000 00	3,101,000 00	—	5,101,000 00	235.77	24,789 41
Idaho & Red Mountain R. R. Co.	400,000 00	1,700,000 00	—	2,100,000 00	17.08	46,838 41
Central Washington R. R. Co.	1,500,000 00	1,730,000 00	—	3,230,000 00	108.54	29,942 85
Northern Pacific & Montana R. R. Co.	1,878,600 00	5,381,000 00	—	7,259,600 00	364.88	20,485 85
Coeur d'Alene Railway & Nav. Co.	1,000,000 00	1,238,000 00	—	2,238,000 00	49.59	45,132 08
St. Paul & Northern Pacific R. R. Co.	6,250,000 00	8,423,000 00	—	14,673,000 00	181.70	86,733 99
Total	\$ 100,592,850 05	\$ 151,754,500 00	\$ 15,472,455 54	\$ 267,819,805 59	4,409.46	\$ 60,737 55

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



## Northern Pacific Railroad Company, 1892.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.	Charged to income account as permanent improvements.			
Construction (franchise, railroad, equipment, and lands acquired under decree of court)—						
Right of way.....	4,881 81	\$ 1,544,765 97		\$ 69,520,191 76	\$ 67,975,425 20	
Other real estate.....	2,510 97	13,460 01		301,037 49	314,597 80	
Fences.....	2,788 59	35,308 38		24,114 60	276,022 98	
Grading and bridge and culvert masonry.....	84,465 44	21,365 46		304,108 13	324,473 59	
Bridges and trestles.....	3,874 71	126,415 87		20,964,136 59	21,020,352 40	
Rails.....	24,888 55	115,734 06		8,855,563 43	8,974,317 51	
Ties.....	8,483 39	85,447 32		12,011,018 61	12,121,435 96	
Other superstructure.....	31,170 40	16,136 78		2,227,306 27	2,442,443 05	
Buildings, furniture and fixtures.....	30,581 23	28,025 57		4,598,218 14	4,236,273 71	
Shop machinery and tools.....	4,188 03	126,114 13		6,175,351 25	6,301,465 38	
Engineering expenses.....		36,991 30		322,886 34	358,870 64	
Interest during construction.....		22,979 78		2,860,610 11	2,883,589 89	
Discount on securities sold for construction.....				4,534,882 15	4,534,882 15	
Telegraph line.....	5,531 97	3,691,673 11		19,430,912 65	15,738,239 54	
Wharfing, etc.....	35 37	624 94		237,969 42	248,394 36	
Slidings and yard extensions.....	29,659 61	420 94		639,501 02	639,521 96	
Terminal facilities and elevators.....		69,457 97		1,869,101 75	1,968,462 72	
Branch lines.....		9,035 21		27,264 99	18,229 78	
Purchase of constructed road, one-half interest 23 1/2 miles St. P. & D.....		18,227,622 34		16,165,716 31	29,392,748 08	
Other items, 3,279.23.....						
Total construction.....				500,000 00	500,000 00	
Trust equipment—						
Discount on bonds.....	16,723 57	112,222 83		2,865,451 86	2,773,229 03	
Locomotives.....	137,562 10	\$ 8,365,540 73		\$ 174,427,408 36	\$ 182,992,949 09	\$ 55,800 63
Passenger cars.....		939,858 42		3,032,526 48	949,584 42	
Freight cars.....		749,375 15		5,371,050 08	6,120,650 23	
Sleeping car and dining cars.....		136,406 65		949,459 47	1,085,846 42	
Baggage, express, and postal cars.....		46,101 20		736,313 29	782,414 49	
Combination cars.....		44,246 96		294,816 35	339,073 31	
Freight cars.....		623,072 65		91,855 00	91,855 00	
Other cars of all classes.....		6,217 47		7,631,616 75	8,257,298 30	
Floating equipment.....		25,000 00		7,825,302 36	831,520 23	
Total equipment.....		\$ 2,220,889 10		448,192 46	424,992 46	
Grand total cost construction, equipment, etc.....		\$ 11,096,439 83		\$ 19,184,157 21	\$ 21,905,076 34	\$ 6,579 05
Total cost construction, equipment, etc.....				\$ 193,511,595 60	\$ 201,808,023 43	\$ 62,493 68

*Northern Pacific Railroad Company, 1892.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$ 24,911,636 07	
Less operating expenses, page 45.....	14,310,516 44	
Income from operation.....		\$ 10,601,119 63
Deficit.....		
Dividends on stocks owned, page 37.....	\$ 535,676 40	
Interest on bonds owned, page 39.....	82,886 65	
Miscellaneous income, less expenses, page 41.....	787,081 94	
Income from other sources.....		1,405,644 99
Total income.....		\$ 12,006,764 62
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....	\$ 6,901,956 07	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	36,256 78	
Rents, page 47, A.....	2,105,429 39	
Taxes.....	400,985 09	
Permanent improvements, page 29.....		
Other deductions.....	796,117 98	
Sinking funds.....	914,881 67	
Total deductions from income.....		11,171,876 98
Net income.....		\$ 834,887 64
Deficit.....		
Dividends, $\frac{1}{2}$ %, common stock.....		
Dividends, $\frac{1}{2}$ %, preferred stock, Nos. 10 and 11.....	\$ 731,862 00	
Other payments from net income.....		
Total.....		731,862 00
Surplus from operations of year ending June 30, 1892.....		\$ 103,025 64
Deficit from operations of year ending June 30, 1892.....		
Surplus on June 30, 1891 (from general balance sheet, 1891 report).....		5,335,651 42
Deficit on June 30, 1891 (from general balance sheet, 1891 report).....		
Additions for year.....	\$ 2,626,986 06	\$ 5,438,677 06
Deductions for year.....	766,006 92	1,860,979 14
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51).....		\$ 7,299,656 20
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49).....		
Balance made up as follows:—		
Amount invested in sinking funds.....		\$ 5,328,009 01
Claims vs. Subsidiary Lines.....		1,514,564 87
Surplus.....		457,082 32
		\$ 7,299,656 20

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]

*Northern Pacific Railroad Company, 1892.***EARNINGS FROM OPERATION—STATE OF OREGON.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
<b>Passenger—</b>			
Passenger revenue.....	\$ 206,038 08		
Less repayments—			
Tickets redeemed.....		\$ 915 09	
Excess fares refunded.....		90 81	
Other repayments.....		122 82	
Total deductions.....		\$ 1,128 72	
Total passenger revenue.....			\$ 204,909 36
<b>Mail—</b>			
Express.....	\$ 6,289 94		
Extra baggage and storage.....	6,797 56		
Other items.....	2,983 07		
	3,974 95		20,045 52
Total passenger earnings.....			\$ 224,954 88
<b>Freight—</b>			
Freight revenue.....	\$ 168,866 07		
Less repayments—			
Overcharge to shippers.....		4,023 55	
Other repayments.....			
Total deductions.....		\$ 4,023 55	
Total freight revenue.....			\$ 164,842 52
Stock yards.....			
Elevators.....			
Other items.....			272 80
Total freight earnings.....			\$ 165,115 32
Total passenger and freight earnings.....			\$ 390,070 20
<b>Other earnings from operation—</b>			
Car mileage, balance.....	\$ 681 96		
Switching charges, balance.....			
Telegraph companies.....	42 46		
Rents from tracks, yards, and terminals, page 41.....			
Rents not otherwise provided for.....			
Other sources.....			
Total other earnings.....			\$ 724 42
Total gross earnings from operation, Oregon.....			\$ 390,794 62
Total gross earnings from operation, entire line.....			24,911,636 07

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1892.*

## STOCKS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Preferred stock.....	\$ 235,280 91	-----	\$ 3,178 00	\$ 183,611 42
Northern Pacific, Fergus & B. H. R. R. Co. ....	15,000,000 00	-----	-----	50,000 00
Northern Pacific Coal Company.....	600,000 00	-----	-----	689,117 63
Northern Pacific Express Company.....	343,000 00	-----	143,292 57	347,497 58
Lake Superior Ter. & Transfer Railway Co. ....	15,700 00	-----	-----	15,700 00
Superior Consolidated Land Company.....	586,500 00	-----	-----	586,500 00
Tacoma Land Company.....	500,050 00	-----	-----	250,025 00
St. Paul & Northern Pacific Railway Co. ....	6,250,000 00	-----	385,722 50	4,617,525 37
Montana Union Railway Company.....	425,000 00	-----	-----	469,975 48
Northern Pacific & Montana Railway Co. ....	50,000 00	-----	-----	50,000 00
Coeur d'Alene Railway & Navigation Co. ....	1,000,000 00	-----	-----	294,975 48
Minnesota Transfer Railway Company.....	7,000 00	-----	-----	7,000 00
Seattle, Lake Shore & Eastern Railway Co. ....	3,162,650 00	-----	-----	1,742,008 71
Yellowstone Park Association.....	218,485 26	-----	-----	218,485 26
St. Paul Union Depot Company.....	70,000 00	-----	1,400 00	70,000 00
Duluth Union Depot Company.....	125,000 00	-----	2,083 33	125,000 00
Virginia Land & Townsite Company.....	249,800 00	-----	-----	11,650 00
Northern Pacific, Yakima & Kittitas Irr. Co. ....	118,000 00	-----	-----	118,000 00
World's fair.....	33,333 31	-----	-----	33,333 31
Duluth Manufacturing Company.....	4,768 00	-----	-----	4,768 00
Chicago Union Trans. Railway Company.....	80,000 00	-----	-----	42,297 50
Total.....	\$29,074,567 38	-----	\$ 553,676 40	9,809,465 69

## BONDS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Minnesota Transfer Railway Company.....	\$ 103,000 00	-----	\$ 5,050 00	\$ 103,000 00
St. Paul East rn Grand Trunk Railway.....	10,000 00	-----	600 00	9,595 04
General second mortgage bonds.....	10,000 00	-----	600 00	9,381 25
General third mortgage bonds.....	9,000 00	-----	510 00	9,000 00
Soldiers' additional homestead scrip.....	6,768 12	-----	-----	6,768 12
Chicago & Northern Pacific Railroad Co. ....	1,235,000 00	-----	76,126 65	962,125 00
Northern Pacific & Manitoba term bonds.....	100,000 00	-----	-----	75,300 00
Northern Pacific Con. mortgage bonds.....	100,000 00	-----	-----	99,083 28
Total.....	\$ 1,573,768 12	-----	\$ 82,886 65	\$ 1,273,952 73

*Northern Pacific Railroad Company, 1892.***RENTALS RECEIVED.****RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.**

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company using property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks, yards and terminals.....	St. Paul to Minneapolis.....	Minn. & St. Louis R'y.....	\$ 59,367 59	
Tracks, yards and terminals.....	St. Paul to Minneapolis.....	M., S. S. M. & A. R'y.....	63,067 43	
Tracks, yards and terminals.....	St. Paul to Minneapolis.....	C., St. P. & K. C. R'y.....	41,522 85	
Tracks, yards and terminals.....	St. Paul.....	St. Paul & St. C. Falls R'y.....	4,562 64	
Tracks.....	St. Paul.....	Wisconsin Central R'y.....	15,219 99	
Tracks, yards and terminals.....	Minneapolis.....	Minn. & Pac. Co.....	3,476 94	
Tracks.....	Fergus Falls to Breckenridge.....	Great Northern R'y Co.....	9,555 00	
Tracks.....	West Superior.....	C., St. P., M. & O. R'y Co.....	357 59	
Tracks.....	West Superior.....	Eastern Railway of Minn.....	3,000 00	
Tracks, yards and terminals.....	Iron River to Duluth.....	Duluth, So. Shore & Atl.....	35,421 08	
Tracks.....	Little Falls, Minn.....	St. Paul & N. P. Co.....	1,200 00	
Tracks.....	Washington.....	Clealum Railroad.....	13,427 47	
Grand total rents received.....				\$ 250,178 58

**MISCELLANEOUS INCOME.**

<i>Item.</i>	<i>Gross income.</i>	<i>Less expenses.</i>	<i>Net miscellaneous income.</i>
Rent of ground to private parties.....	\$ 28,904 85		
Premium and interest on bonds sold.....	14,731 25		
Profit on bonds sold.....	72,375 00		
Interest on cost St. Louis bridge.....	12,905 93		
Unclaimed wages.....	11,170 30		
Land receipts applicable to sinking fund.....	569,729 85		
Yesler wharf earnings.....	9,455 93		
Sundry accounts.....	27,373 65		
Dividend Rocky Fork & C. C. coal trust.....	11,085 18		
	29,350 00		
<b>Total.....</b>			\$ 787,081 94

*Northern Pacific Railroad Company, 1892.***OPERATING EXPENSES.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures—</b>			
Repairs of roadway.....	\$ 707,883 02	\$ 1,244,062 82	\$ 1,951,946 74
Renewals of rails.....	34,297 37	48,962 53	73,259 90
Renewals of ties.....	93,269 19	175,709 70	268,978 89
Repairs of bridges and culverts.....	358,727 70	617,706 35	976,434 05
Repairs of fences, road-crossing, signs, and cattle guards.....	20,145 91	32,801 60	52,947 51
Repairs of buildings.....	77,103 98	133,141 45	210,747 43
Repairs of docks and wharves.....	3,661 04	7,595 94	11,256 98
Repairs of telegraph.....	10,512 47	21,027 58	31,540 05
Other expenses.....	34,139 47	103,442 68	137,582 10
<b>Total.....</b>	<b>\$ 1,330,243 05</b>	<b>\$ 2,384,430 60</b>	<b>\$ 3,714,693 65</b>
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives.....	162,229 47	503,162 70	665,392 17
Repairs and renewals of passenger cars.....	382,539 82		382,539 82
Repairs and renewals of freight cars.....		956,505 99	956,505 99
Repairs and renewals of ferry-boats, tugs, floats, and barges.....	4,495 27	5,480 01	9,975 28
Shop machinery, tools, etc.....	26,449 70	41,587 84	68,037 54
Other expenses.....			
<b>Total.....</b>	<b>\$ 575,714 26</b>	<b>\$ 1,506,736 54</b>	<b>\$ 2,082,450 80</b>
<b>Conducting transportation—</b>			
Wages of engineers, firemen, and round-house men.....	437,096 45	988,613 50	1,425,709 95
Fuel for locomotives.....	437,415 72	1,314,480 18	1,751,895 90
Water supply for locomotives.....	43,352 29	75,841 80	119,194 09
All other supplies for locomotives.....	17,535 53	38,540 32	56,075 85
Wages of other trainmen.....	298,168 57	749,107 54	1,047,276 11
All other train supplies.....	171,403 81	110,456 51	281,860 32
Wages of switchmen, flagmen and watchmen.....	84,128 43	281,891 71	366,020 14
Expense of telegraph, including train dispatchers and operators.....	144,922 58	249,926 27	394,848 85
Wages of station agents, clerks, and laborers.....	168,519 09	627,768 79	796,287 88
Station supplies.....	21,167 20	45,240 62	66,407 82
Switching charges, balance.....		43,096 04	43,096 04
Car mileage, balance.....			
Loss and damage.....	70,169 83	133,453 09	203,622 92
Injuries to persons.....	57,316 86	84,624 72	141,941 58
Barges, floats, tugs, ferry boats, expenses of, including wages, fuel, and supplies.....	25,967 89	32,174 16	58,141 55
Other expenses.....	41,826 15	79,620 95	121,447 10
<b>Total.....</b>	<b>\$ 2,018,989 90</b>	<b>\$ 4,854,836 20</b>	<b>\$ 6,873,826 10</b>
<b>General expenses—</b>			
Salaries of officers.....	75,404 57	167,799 96	243,204 53
Salaries of clerks.....	108,317 61	254,874 62	363,192 23
General office expenses and supplies.....	28,097 59	64,775 18	92,872 77
Agencies, including salaries and rent.....	109,811 41	126,475 94	236,287 35
Advertising.....	33,557 25	2,376 22	35,933 47
Commissions.....	81,545 86	64,751 14	146,297 00
Insurance.....	26,370 46	56,793 62	83,164 08
Expense of fast freight lines.....			
Expense of traffic associations.....	4,919 60	52,197 50	57,117 10
Expense of stock yards and elevators.....		529 95	529 95
Rent for tracks, yards, and terminals, page 47, B.....	41,587 06	92,564 75	134,151 81
Rents not otherwise provided for.....			
Legal expenses.....	37,553 66	81,810 29	122,363 95
Stationery and printing.....	32,541 91	58,383 08	90,924 99
Other general expenses.....	12,859 75	20,616 91	33,476 66
<b>Total.....</b>	<b>\$ 592,566 73</b>	<b>\$ 1,016,979 16</b>	<b>\$ 1,639,545 89</b>

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1892.***OPERATING EXPENSES—CONCLUDED.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
<b>Recapitulation of expenses—</b>			
Maintenance of way and structures.....	\$ 1,830,243 05	\$ 2,384,450 60	\$ 3,714,693 65
Maintenance of equipment.....	575,714 25	1,506,796 54	2,082,450 80
Conducting transportation.....	2,018,989 90	4,854,836 20	6,873,826 10
General expenses.....	592,566 78	1,016,979 16	1,639,545 89
<b>Grand total.....</b>	<b>\$ 4,517,513 94</b>	<b>\$ 9,798,002 50</b>	<b>\$ 14,310,516 44</b>
Percentage of expenses to earnings, entire line.....			57.44
<b>Operating expenses, Oregon—</b>			
Maintenance of way and structures.....	\$ 91,021 42	\$ 73,534 91	\$ 164,556 33
Maintenance of equipment.....	11,235 61	12,154 81	23,450 42
Conducting transportation.....	57,052 95	89,796 30	146,849 25
General expenses.....	46,703 67	30,259 19	76,962 86
<b>Total.....</b>	<b>\$ 206,073 65</b>	<b>\$ 205,745 21</b>	<b>\$ 411,818 86</b>
Percentage of expenses to earnings, Oregon.....			105.4

*Northern Pacific Railroad Company, 1892.*

## RENTALS PAID.

## A.—RENTS PAID FOR LEASE OF ROAD.

<i>Name of road.</i>	<i>Interest on bonds guaranteed.</i>	<i>Dividends on stocks guaranteed.</i>	<i>Cash.</i>	<i>Total.</i>
St. Paul & Northern Pacific Ry Co.				\$ 1,090,761 75
N. P. & Manitoba Term. Co.	\$ 16,250 00			
Helena & Red Mountain R. R. Co.	24,000 00			
N. P. & Montana R. R. Co.	322,860 00			
Cœur d'Alene Railway & Nav. Co.	72,397 50			
Central Washington Railroad Co.	106,000 00			
James River Valley Railroad Co.	57,780 00			
Spokane & Palouse Railroad Co.	104,560 00			
Duluth & Manitoba Railroad Co.	186,060 00			
Little Falls & Dakota Railroad Co.	24,794 97			
N. P., F. & Black Hills R. R. Co.	33,050 55			
Fargo & Southwestern R. R. Co.	21,667 16			
Jamestown & Northern R. R. Co.	24,929 85			
S. C. & Turtle Mountain R. R. Co.	10,301 83			
Rocky Mountain R. R. of Montana	14,591 92			
Helena & Jefferson Co. R. R. Co.	5,673 06			1,030,917 64
Total rents, A.				\$ 2,121,679 39

## B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks—				
	Minneapolis to St. Paul	Great Northern Railway	\$ 24,891 98	
	Minneapolis	Minneapolis Union Ry.	48,047 41	
	Anacortes to Sedro	Seattle & Northern Ry.	13,518 77	
Yards—				
Terminals—				
	Portland	N. P. Terminal Company	\$ 44,893 65	
	Winnipeg	Minn. Trans. Company	700 00	
	Ashland depot	Wisconsin Central Co.	2,100 00	
Grand total, B.				\$ 134,151 81



*Northern Pacific Railroad Company, 1892.*

**COMPARATIVE GENERAL BALANCE SHEET.**

June 30, 1891.	June 30, 1892.	June 30, 1892.	Year ending June 30, 1892.
Item.	Total.	Increase.	Decrease.
<i>Assets.</i>			
Cost of road, page 29	\$182,892,949 09	\$ 8,565,540 73	
Cost of equipment, page 29	21,905,076 34	2,520,889 10	
Stocks of other companies owned, page 37	9,804,465 69	3,562,519 08	
Bonds of other companies owned, page 39	1,273,352 73	938,818 28	
Other permanent investments			
Bonds deposited with trustee	35,000 00	35,000 00	
Branch roads contract assets in excess of contract liabilities.	6,134,597 43		\$ 8,566,081 57
Farmers L. & T. Co. trustee N. W. Equipment.			
Lands owned, about 40,000,000 acres.			
Cash in hands trustee	266,778 58	69,361 73	
Deferred payments land sales	5,932,209 22	282,879 17	
Cash in hand trustee sinking fund	350,789 48		457,265 81
Cash and current assets, page 29	11,235,590 15		1,698,574 82
Other as is—			
Materials and supplies	1,547,570 18		601,587 54
Sinking fund			
Sundries			
Profit and loss			
Grand total	\$241,484,148 89	\$ 3,945,028 32	
<i>Liabilities.</i>			
Capital stock, page 17	\$85,564,250 05		\$ 91,382 40
Paaided debt, page 21	124,732,000 00	3,781,000 00	1,843,215 66
Current liabilities, page 21	15,572,655 84		
Accrued interest on funded debt not yet payable	572,823 33	14,530 83	
Rents accrued not due	55,387 05		880 70
Guarantee to branch roads accrued not due	710,236 70	192,946 89	
Dividends not due			
Deferred payments on land sales applicable to sinking fund when collected	2,910,855 78	182,566 34	
Suspense account	165,423 24	165,424 24	
Profit and loss	7,269,636 20	1,984,001 78	
Grand total	\$241,484,148 89	\$ 3,945,028 32	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1892.*

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order; viz.: 1. Express companies. 2. Mails. 3. Sleeping parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. The Northern Pacific Express Company runs over all lines operated by this company, paying one and one-half first-class rates except in a few instances.
2. Have no contract for transportation of mails. The government pays a specified rate per mile per annum, based on the average weight of mail carried on different sections of the road.
3. Sleeping cars are owned by the Northern Pacific Railroad and Pullman Palace Car Company jointly; operated by the latter company, and the earnings and expenses shared equally by both. Dining cars are owned and operated by Northern Pacific Railroad Company.
4. None.
5. With Oregon Railway & Navigation Company for interchange of business at Wallula; with Oregon & Washington Territory Railroad Company for interchange of business at Wallula.
6. With Pacific Coast Steamship Company for interchange of business at Tacoma; with Puget Sound & Alaska Steamship Company for interchange of business at Tacoma; with Northern Pacific Steamship Company for interchange of business at Tacoma.
7. With Western Union Telegraph Company to build two wire lines, Northern Pacific Railroad Company to pay one-third the expense. Additional wires to be supplied by the company requiring them. Railroad company to keep lines in repair. Telegraph receipts, with the exception of certain offices, are to be divided, one-third to railroad company, and two-thirds to telegraph company. Railroad company pays operators at all offices where the business does not exceed twenty paid messages daily.
8. None.

## Northern Pacific Railroad Company, 1892.

## SECURITY FOR FUNDED DEBT—PAGE 23.

Class of bond or obligation.	What road mortgaged.		Amount of mortgage per mile of line.	Notes.
	From—	To—		
First mortgage bonds Missouri div.	Missouri River	Yellowstone River	\$ 12,185 12	Road appurtenances and lands pertaining to said division is the security for payment of principal and interest.
First mortgage bonds P. d'Oreille div.	Snake River	Lake P. d'Oreille	20,000 00	Road appurtenances and lands pertaining to said division.
General first mortgage bonds	Ashland	Wallula & Portland	25,000 00	Entire main line and appurtenances, equipment, lands, franchise, and all other property now held or hereafter acquired, subject to the rights of preferred stockholders in the lands in Minnesota and North Dakota east of the Missouri river; subject also to the two mortgages above mentioned.
General second mortgage bonds	Same	Same		Same terms as general first mortgage, including a lien upon the income, earnings, and profits of the company; subject to prior liens above mentioned.
General third mortgage bonds.	Same	Same		Same terms as general second mortgage.
Consolidated mortgage bonds.				All property rights and franchises of the company now owned or hereafter acquired; subject to prior mortgages.
Dividend certificates extended.				Not secured. Can be exchanged for third mortgage bonds.
Northwest Equipment Company.				Equipment described on page 21.

General first mortgage bonds were issued at the rate of \$25,000 per mile on 2,136.98 miles (\$53,421,000), of which \$8,481,000 was held in escrow, there being a corresponding amount of Missouri and Pend d'Oreille bonds outstanding at date of general first mortgage January 1, 1881. When Missouri and Pend d'Oreille division bonds are retired with proceeds from land sales, a corresponding amount of first mortgage bonds were held in escrow are also retired. The entire mileage bonded is 2,136.98 miles, though according to the terms of the mortgage the entire property of the company is covered by them. Consolidated mortgage bonds can be issued only as follows:

To retire first, second, and third mortgage bonds.....	\$ 75,000,000	For premiums on bonds exchanged.....	10,000,000
To retire branch road bonds.....	25,000,000	For other purposes as the board may direct.....	9,000,000
For improvements and betterments and enlargement of certificate.....	20,000,000		\$160,000,000
For additional roads and extensions.....	20,000,000		

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, Clerk.]

*Northern Pacific Railroad Company, 1892.*

## EMPLOYÉS AND SALARIES.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....	4	1,098	\$ 12,200 00	\$ 11 11
General office clerks.....	10	12,553	32,944 94	2 62
Station agents.....	4	1,395	3,925 16	2 81
Other station men.....	60	18,706	40,704 30	2 18
Enginemen.....	5	1,575	7,454 20	4 73
Firemen.....	5	1,575	4,177 11	2 65
Conductors.....	7	2,189	7,181 56	3 27
Other trainmen.....	15	4,915	10,962 59	2 23
Machinists.....				
Carpenters.....	19	6,056	17,009 11	2 81
Other shopmen.....	50	15,671	36,656 66	2 34
Section foremen.....	8	2,593	5,206 92	2 01
Other trackmen.....	52	16,248	24,345 97	1 47
Switchmen, flagmen, and watchmen.....	1	375	734 40	1 96
Telegraph operators and dispatchers.....	4	1,129	2,341 92	2 07
Employés account floating equipment.....	16	4,899	13,056 76	2 66
All other employés and laborers.....	161	49,822	90,620 56	1 82
Total (including general officers), Oregon.....	451	140,798	\$ 308,496 16	\$ 2 62
Less general officers.....	4	1,098	12,200 00	11 11
Total (excluding general officers), Oregon.....	447	139,700	\$ 297,296 16	
Distribution of above—				
General administration.....	46	14,277	46,124 94	3 23
Maintenance of way and structures.....	84	26,516	49,909 45	1 81
Maintenance of equipment.....	60	18,244	42,459 53	2 33
Conducting transportation.....	261	81,761	171,002 24	2 09
Total (including general officers), Oregon.....	451	140,798	\$ 308,496 16	\$ 2 62
Less general officers.....	4	1,098	12,200 00	11 11
Total (excluding general officers), Oregon.....	447	139,700	\$ 297,296 16	\$ 2 13
Total (including general officers) entire line.....	13,427	4,202,661	\$ 9,531,334 22	\$ 2 26

*Northern Pacific Railroad Company, 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue.....	2,724,830	
Number of passengers carried one mile.....	22,758,224	
Average distance carried.....	81.7	
Total passenger revenue, page 35.....		\$ 6,060,127 64
Average amount received from each passenger.....		2 22408
Average receipts per passenger per mile.....		.02725
Estimated cost of carrying each passenger one mile.....		.02028
Total passenger earnings, page 35.....		7,189,160 88
Passenger earnings per mile of road.....	4,411.9	1,629 49
Passenger earnings per train-mile.....	4,595,100	1 56453
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....	3,936,977	
Number of tons carried one mile.....	1,227,797,469	
Average distance haul of one ton.....	311.8	
Total freight revenue, page 35.....		17,220,705 35
Average amount received for each ton of freight.....		4 37498
Average receipts per ton per mile.....		.01402
Estimated cost of carrying one ton one mile.....		.00797
Total freight earnings, page 35.....		17,236,422 88
Freight earnings per mile of road.....	4,411.9	3,906 80
Freight earnings per train-mile.....	8,299,036	2 07692
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35.....		23,296,832 99
Passenger and freight revenue per mile of road.....	4,411.9	5,240 45
Passenger and freight earnings, page 35.....		24,425,543 71
Passenger and freight earnings per mile of road.....	4,411.9	5,536 29
Gross earnings from operation, page 35.....		24,911,636 07
Gross earnings from operation per mile of road.....	4,411.9	5,646 46
Expenses, page 45.....		14,310,516 44
Expenses per mile of road.....	4,411.9	3,243 62
<b>Train mileage—</b>		
Miles run by passenger trains.....	4,595,100	
Miles run by freight trains.....	8,299,036	
Miles run by mixed trains.....		
Total mileage trains earning revenue.....	12,894,136	
Miles run by switching trains.....		
Miles run by construction and other trains.....	284,021	
Grand total train mileage.....	13,178,157	
Mileage of loaded freight cars—north or west.....	62,149,524	
Mileage of loaded freight cars—south or east.....	63,847,357	
Mileage of empty freight cars—north or west.....	22,731,979	
Mileage of empty freight cars—south or east.....	23,721,266	
Average number of freight cars in train.....	20.77	
Average number of loaded cars in train.....	15.18	
Average number of empty cars in train.....	5.59	
Average number of tons of freight in train.....	147.95	
Average number or tons of freight in each loaded car.....	9.74	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Northern Pacific Railroad Company, 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue	167,115	
Number of passengers carried one mile	6,448,004	
Average distance carried	38.5	
Total passenger revenue		\$ 204,909 36
Average amount received from each passenger		1 226
Average receipts per passenger per mile		.0818
Estimated cost of carrying each passenger one mile		.02794
Total passenger earnings		224,954 88
Passenger earnings per mile of road	40.14	5,604 26
Passenger earnings per train-mile	66,698	3 3727
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue	209,495	
Number of tons carried one mile	8,131,886	
Average distance hauled of one ton	38.7	
Total freight revenue		164,842 52
Average amount received for each ton of freight		.78638
Average receipts per ton per mile		.0203
Estimated cost of carrying one ton one mile		.02297
Total freight earnings		165,115 32
Freight earnings per mile of road		4,113 48
Freight earnings per train-mile	53,962	3 0698
<b>Passenger and freight—</b>		
Passenger and freight revenue		369,751 88
Passenger and freight revenue per mile of road		9,211 55
Passenger and freight earnings		390,070 20
Passenger and freight earnings per mile of road		9,717 74
Gross earnings from operation		390,794 62
Gross earnings from operation per mile of road		9,735 79
Expenses		411,818 86
Expenses per mile of road		10,259 56
<b>Train mileage—</b>		
Miles run by passenger trains	66,698	
Miles run by freight trains	53,962	
Miles run by mixed trains		
Total mileage trains earning revenue	120,660	
Miles run by switching trains		
Miles run by construction and other trains	7,255	
Grand total train mileage	127,915	
Mileage of loaded freight cars—north or west	379,181	
Mileage of loaded freight cars—south or east	394,843	
Mileage of empty freight cars—north or west	113,234	
Mileage of empty freight cars—south or east	118,280	
Average number of freight cars in train	18.63	
Average number of loaded cars in train	14.34	
Average number of empty cars in train	4.29	
Average number of tons of freight in train	150.70	
Average number of tons of freight in each loaded car	10.50	

*Northern Pacific Railroad Company, 1892.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain.....	13,349	2,403	15,752	7.53
	Flour.....	3,586	2,117	5,708	2.72
	Other mill products.....	1,446	1,888	3,334	1.59
	Hay.....	166	179	345	.16
	Tobacco.....				
Products of animals.	Cotton.....				
	Fruit and vegetables.....	433	4,514	4,947	2.35
	Live stock.....	4,892	5,590	10,482	5.00
	Dressed meats.....	3,450	263	3,713	1.77
	Other packing-house products.....	568	1,049	1,612	.77
	Poultry, game, and fish.....	390	21	414	.20
	Wool.....	219	6	225	.11
	Hides and leather.....	545	67	612	.29
Products of mines.	Anthracite coal.....				
	Bituminous coal.....	24,008		24,008	11.46
	Coke.....	1,249		1,249	.60
Products of forest.	Ores.....	219	2,753	2,952	1.41
	Stone, sand, and other like articles.....	9,649	73	9,722	4.64
	Lumber.....	29,431	205	29,636	14.15
	Other forest products.....	9,820		9,820	4.69
	Petroleum and other oils.....	2,055	336	2,291	1.09
	Sugar.....	535	2,291	2,826	1.35
	Naval stores.....				
Manufac- tures.	Iron, pig and bloom.....	151	259	410	.20
	Iron and steel rails.....	1,230	161	1,391	.65
	Other castings and machinery.....	5,344	1,207	6,551	3.14
	Bar and sheet metal.....	1,237	257	1,494	.71
	Cement, brick, and lime.....	4,560	589	5,159	2.45
	Agricultural implements.....	1,238	90	1,328	.63
	Wagons, carriages, tools, etc.....	2,062	49	2,111	1.01
	Wines, liquors, and beers.....	738	806	1,544	.74
	Household goods and furniture.....	1,696	930	2,626	1.25
	Miscellaneous.....	41,244	4,810	45,554	21.74
Total tonnage, Oregon.....		171,459	38,086	209,495	100.00
Total tonnage, entire line.....		3,359,766	577,210	3,936,976	100.00

*Northern Pacific Railroad Company, 1892.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
<b>Locomotives—</b>						
Passenger.....	14	101	101	Westinghouse		
Freight.....	58	397	397	Westinghouse		
Switching.....		69	50	Westinghouse		
Leased.....	26	82	82	Westinghouse		
<b>Total locomotives.....</b>	<b>46</b>	<b>649</b>	<b>680</b>			
<b>Cars in passenger service—</b>						
First-class passenger cars.....	4	73	73	Westinghouse	58	Cowell.
Second-class passenger cars.....	13	63	63	Westinghouse	18	Miller.
Combination passenger cars.....	3	23	23	Westinghouse	63	Miller.
Emigrant sleeping cars.....		40	40	Westinghouse	23	Miller.
Dining cars.....	2	26	26	Westinghouse	40	Miller.
Parlor cars.....				Westinghouse	25	Cowell.
					1	Jan'ey, Miller
Pullman sleeping cars (½ interest).....	3	48	48	Westinghouse	10	Cowell.
				Westinghouse	34	Jan'ey, Miller
Baggage, express, and postal cars.....	15	113	113	Westinghouse	4	Miller.
Other cars in passenger service.....		16	16	Westinghouse	113	Miller.
					16	Miller.
<b>Total.....</b>	<b>40</b>	<b>402</b>	<b>402</b>		<b>402</b>	
<b>Cars in freight service—</b>						
Box cars.....	340	7,448	5,616	Westinghouse	1,580	Janney.
				Westinghouse	650	Gould.
Flat cars.....	67	3,978	1,793	Westinghouse	750	Janney.
Stock cars.....	9	840	830	Westinghouse	250	Gould.
Coal cars.....	573	2,105	700	Westinghouse	600	Janney.
Tank cars.....	2	6				
Refrigerator cars.....	56	222	222	Westinghouse	170	Janney.
Other cars.....		34	34	Westinghouse	30	Miller.
		216				
<b>Total.....</b>	<b>895</b>	<b>14,849</b>	<b>9,195</b>		<b>4,030</b>	
<b>Cars in company's service—</b>						
Gravel cars.....	1	86				
Derrick cars.....		10				
Caboose cars.....	3	332	275	Westinghouse		
Other road cars.....	27	1,594	9	Westinghouse		
<b>Total.....</b>	<b>31</b>	<b>2,022</b>	<b>284</b>			
<b>Cars contributed to fast freight line service—</b>						
<b>Total cars owned.....</b>	<b>904</b>	<b>17,273</b>	<b>9,881</b>		<b>4,432</b>	
<b>Cars leased—</b>						
		3,771	3,571	Westinghouse	41	Miller.
<b>Grand total cars.....</b>	<b>904</b>	<b>21,044</b>	<b>13,452</b>		<b>4,473</b>	



## Northern Pacific Railroad Company, 1892.

## MILEAGE.

## A.—MILEAGE OF ROAD OPERATED.

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.		Railroad.	
	Main line.	Branches and spurs.								Iron.	Steel.
Miles of single track	2,137.14	27.27	1,164.41		1,080.64	44.35	4,453.82	129.23		253.20	4,190.62
Miles of second track	19.70	1.40			30.30	7.70	59.10				59.10
Miles of third track						7.70	7.70				7.70
Miles of fourth track						7.70	7.70				7.70
Miles of yard track and sidings	432.11	30.37	112.08		159.39		733.95			290.03	443.92
Total mileage operated (all tracks)	2,588.95	59.04	1,276.49		1,270.33	67.46	5,362.27	129.23		553.23	4,709.04

## B.—MILEAGE OF LINE BY STATES AND TERRITORIES.

## I.—MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage operated.	Line operated under trackage rights.		Railroad.	
	Main line.	Branches and spurs.								Iron.	Steel.
Wisconsin	78.63	8.72					87.35	1.54			88.89
Minnesota	237.17	5.93	208.56		291.23		742.89	41.50		58.22	726.17
North Dakota	376.83	.97	321.00		159.99		840.79			119.99	740.40
Montana	783.09	5.95	118.62		371.46	35.84	1,279.12			60.23	1,218.89
Idaho	84.63		63.98		38.01		186.62			9.60	177.02
Washington	538.23	5.44	186.71		219.95		950.33			14.50	935.43
Oregon							38.92	1.32		.26	39.88
Malitoba	38.56	.26	283.54				263.54				263.54
Total mileage operated (single track)	2,137.14	27.27	1,164.41		1,080.64		4,409.46	44.36		263.20	4,190.62

*Northern Pacific Railroad Company, 1892.*

## II.—MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Wisconsin.....	78.68	9.72					87.35		4.29	87.35
Minnesota.....	237.17	5.98					243.10		.97	238.81
North Dakota.....	326.83	5.97					277.80			376.83
Montana.....	783.09	5.95					789.04			789.04
Idaho.....	64.98						84.63		.79	84.63
Washington.....	538.23	5.44					543.67			542.88
Oregon.....	38.96	.26					38.82		.56	38.56
Total mileage owned (single track).....	2,137.14	27.27					2,164.41		6.31	2,158.10

## RENEWALS OF RAILS AND TIES.

Kind.	New rails laid during year.			New ties laid during year.		
	Tons.	Weight per yard. (Pounds.)	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Iron.....						
				Fir.....	21,854	.82½
Total iron.....						
Steel.....						
				Total.....	21,854	.82½
Total steel.....						

*Northern Pacific Railroad Company, 1892.*

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger.....		2,753	3	17	2,773	70,210	78.99
Freight.....		3,046	2	14	3,062	68,433	89.49
Switching.....		929		1	930	58,255	34.93
Construction.....		724		2	726	31,094	46.70
Total.....		7,452	5	34	7,491	222,992	67.21
Average cost at distributing point.....	\$	2 395	\$ 1 298	\$ 1 298			

*Northern Pacific Railroad Company, 1892.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.				1				1
Falling from trains and engines.	2	1					2	1
Overhead obstructions.								
Collisions.								
Derailments.								
Other train accidents (described briefly below)								
At highway crossings.								
At stations.						2		2
Other causes (described briefly below)		1				3		4
Total.	2	2		1		5	2	8

Kind of accident.	Passengers.		Others.				Total.	
			Trespassing.		Not trespassing.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.								
Derailments.								
Other train accidents (described briefly below)								
At highway crossings.				3				3
At stations.								
Other causes (described briefly below)		1	2				2	
Total.		1	2	3			2	3

## Northern Pacific Railroad Company, 1892.

## CHARACTERISTICS OF ROAD.

Working divisions or branches.

From—	To—	Miles.	Alignment.			Profile.			Descending grades.		
			Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Length of level line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)
Ashland, Wis.	South Superior	68.88	71	12.48	56.40	8.67	27	1,168	28.75	35	1,109
South Superior	Fargo, N. D.	247.53	137	31.23	216.30	59.70	149	2,246	88.17	167	2,015
Fargo, N. D.	Mandan, N. D.	199.62	103	27.11	172.51	37.39	121	2,552	93.93	110	1,818
Mandan, N. D.	Glendive, Mont.	215.82	255	63.98	151.84	25.52	113	3,033	114.03	109	2,627
Glendive, Mont.	Billings, Mont.	225.84	195	41.43	184.41	59.80	145	1,844	124.91	106	805
Billings, Mont.	Helena, Mont.	238.43	178	47.38	191.05	24.69	166	3,463	124.16	143	2,641
Helena, Mont.	Hope, Idaho	297.77	401	89.74	208.03	30.73	83	3,522	66.11	135	5,877
Hope, Idaho	Wallula, Wash.	241.91	289	66.67	175.24	43.69	150	1,982	73.77	98	3,716
Pasco, Wash.	Tacoma, Wash.	253.90	366	68.88	185.02	50.66	72	3,033	122.37	60	3,400
Tacoma, Wash.	Spurs.	143.54	195	42.41	101.13	52.26	72	1,361	38.83	85	1,325
Spurs.	Little Falls	27.27	129	7.78	19.49	11.60	21	1,444	5.64	25	309
Little Falls	Wadena Junction, Minn.	117.05	102	18.04	71.04	18.90	71	1,107	39.29	68	1,102
Wadena Junction, Minn.	Fairview Junction	14.84	99	17.79	96.26	26.09	177	1,841	42.58	114	1,092
Fairview Junction	Fargo, N. D.	87.41	47	2.16	12.68	7.72	10	49	6.67	3	40
Fargo, N. D.	La Moure, N. D.	21.30	10	7.90	79.51	14.60	80	861	51.81	40	457
La Moure, N. D.	Jameson, N. D.	36.75	29	1.40	19.90	10.20	35	369	8.20	23	290
Jameson, N. D.	Minnewaukan and Sikeston	102.59	37	4.21	32.51	5.69	57	349	15.46	59	343
Minnewaukan, N. D.	Leeds, N. D.	18.03	35	8.61	93.98	12.51	93	1,038	47.04	80	989
Leeds, N. D.	Glendive, Mont.	52.61	67	3.30	14.73	2.40	17	229	8.19	15	171
Glendive, Mont.	Wickes, Mont.	20.58	55	12.15	40.46	5.57	50	1,269	36.19	41	490
Wickes, Mont.	Winnipeg, Manitoba	65.79	22	5.32	15.26	1.46	10	1,299	18.48	3	22
Winnipeg, Manitoba	Portage La Prairie	53.52	22	8.40	62.39	32.82	66	1,105	21.17	40	72
Portage La Prairie	Brandon, Minn.	145.23	101	1.80	50.72	26.66	46	135	20.40	23	43
Brandon, Minn.	Red Lodge, Mont.	44.51	22	20.47	124.76	18.84	84	1,617	75.95	63	1,137
Red Lodge, Mont.	Lookout	45.43	17	3.58	40.03	9.06	11	115	4.02	28	365
Lookout	Coeur d'Alene City	49.59	256	5.28	40.15	3.71	29	2,492	49.57	17	367
Coeur d'Alene City	Hauser Junction, Idaho	14.89	36	20.50	29.09	3.61	17	5,901	42.57	17	295
Hauser Junction, Idaho	Palmer, Wash.	5.39	23	4.71	9.68	1.95	18	2,272	6.02	3	8
Palmer, Wash.	Caradoc and Crocker	4.43	19	2.58	2.81	0.81	4	184	5.21	1	14
Caradoc and Crocker	Pittsburg, Carbonado	17.37	81	1.83	2.60	.19	4	184	3.65	1	8
Pittsburg, Carbonado				7.74	9.63	.78	8	1,277	16.51	1	8

## Northern Pacific Railroad Company, 1892.

	7 65	14	2.12	5.53	1	346	7.05	11	138	16.69
Oring, Wash.	31.42	23	5.46	35.90	9	92	6.49	11	138	16.69
Meeker Junction, Wash.	43.43	22	8.13	35.30	24	55.0	14.14	24	698	16.36
Lake View, Wash.	10.23	18	2.53	7.76	5	322	9.31	1	13	25
Elma, Wash.	53.23	85	10.18	43.05	26	348	7.86	41	3,486	22.06
Centralia, Wash.	13.50	21	3.99	9.51	2	9	51	2	9	57
South Aberdeen	181.70	107	21.06	157.64	134	1,586	97.25	109	946	47.22
St. Paul, Minn.	63.75	74	15.00	48.75	72	341	20.66	79	533	29.88
Jamestown, N. D.	265.77	93	19.01	186.16	105	710	46.39	124	1,100	91.89
Winnipeg Junction, Minn.	70.84	158	19.82	51.06	13	2,387	52.36	8	907	15.62
Logan, Mont.	20.90	46	6.34	14.52	5	934	12.49	5	323	7.50
Sappington, Mont.	7.09	6	1.41	5.08	1	673	7.09			
Harrison, Mont.	30.05	99	11.62	18.43	9	1,790	20.43	1	742	8.01
Jefferson, Mont.	20.40	50	4.82	15.38	1	1,933	11.95	1	252	8.05
Boulder, Mont.	12.58	57	6.04	6.54	5	1,101	9.66	2	42	1.01
Clough Junction, Mont.	32.12	46	5.64	26.44	5	1,864	30.43	2	12	5.0
Drummond, Mont.	50.83	44	6.78	41.05	27	638	30.30	13	196	10.00
Missoula, Mont.	17.08	41	4.35	12.73	8	1,395	14.29	1	21	65
Helena, Mont.	104.53	272	34.64	70.89	19	2,254	47.97	24	761	43.70
De Smet, Mont.	37.90	115	17.40	29.50	5	7,238	12.80	5	20,115	24.09
Lookout										
Jollaetta										
Gene ee, Idaho, and Far-										
minington, Wash.	111.52	257	45.16	66.36	70	2,247	58.14	41	1,594	39.54
Marshall, Wash.	108.54	141	27.19	81.35	39	1,083	30.37	44	1,836	56.78
Cheney, Wash.										
Total	4,409.46	5,232	941.26	3,468.20	857.63	2,568	657,908	1,938.50	2,278	445,535
										1,613.24

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of rail. (Feet.)
Bridges—					Overhead highway crossings—		
Stone					Bridges		
Iron					Conduits		
Wooden	1	119			Trestles		
Combination							
Total	1	119			Total		
Trestles	39	26,520	15	6,935	Overhead railway crossings—		
Tunnels					Bridges		
					Conduits		
					Trestles		
					Total		
					Tunnels		

GAUGE OF TRACK—Four feet eight and one half inches; all miles.

## Northern Pacific Railroad Company, 1892.

## TELEGRAPH.

## A.—OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Operated by this company.		Operated by another company.	
	Miles of wire.	Miles of line.	Miles of wire.	Miles of line.
40.05	40.05		40.05	
40.05	40.05		40.05	
40.05	40.05			

Owned and operated exclusively by N. P. R. R. Co.  
Owned jointly and operated exclusively by N. P. R. R. Co.  
Owned jointly and operated exclusively by W. U. Tel. Co.

## B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
.70	120.15	Western Union Telegraph Company	Western Union Telegraph Company.

## OATH.

STATE OF NEW YORK, } ss.  
County of New York.

We, the undersigned, Thomas F. Oakes, President, and J. A. Barker, General Auditor of the Northern Pacific Railroad Company, on our oath, do severally say that the foregoing return has been prepared under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

T. F. OAKES  
President.  
J. A. BARKER  
General Auditor.

Subscribed and sworn to before me this fifth day of November, 1892.

L. A. KIDDER,  
Commissioner of Deeds in New York for State of Oregon.

**REPORT**  
**OF THE**  
**OREGON SHORT LINE & UTAH NORTHERN RAILWAY CO..**  
**LESSEE OF THE O. R. & N. CO.**

*For the year ending June 30, 1892.*

**HISTORY.**

1. Name of common carrier making this report? Oregon Short Line & Utah Northern Railway Company, Lessee of the Oregon Railway & Navigation Company's lines.

2. Date of organization? August 1, 1889.

3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Wyoming, Utah, Nevada, and the United States.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Oregon Short Line Railway Company, incorporated April 14, 1881, for fifty years; Utah & Northern Railway Company, incorporated May 1, 1878, for fifty years; Utah Central Railway Company, formed by consolidation July 1, 1881, for fifty years; Salt Lake & Western Railway Company, incorporated May 30, 1881, for fifty years; Utah & Nevada Railway Company, incorporated February 15, 1881, for fifty years; Idaho Central Railway Company, incorporated June 26, 1886; Nevada Pacific Railway Company, incorporated May 13, 1889; Ogden & Syracuse Railway Company, incorporated March 2, 1887, for fifty years.

5. Date and authority for each consolidation? See No. 4.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.

7. [For companies not making operating reports.] What carrier operates the road of this company? None.



*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.***ORGANIZATION.**

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
Frederick L. Ames.....	Boston, Mass.....	March 15, 1893.
Edwin F. Atkins.....	Boston, Mass.....	
S. H. H. Clark.....	Omaha, Nebraska.....	
F. Gordon Dexter.....	Boston, Mass.....	
Alexander E. Orr.....	New York.....	
Andrew H. Green.....	New York.....	
Jay Gould.....	New York.....	
Russell Sage.....	New York.....	
James Sharp.....	Salt Lake City, Utah.....	

Total number of stockholders at date of last election? Nine hundred and seventy-eight.

Date of last meeting of stockholders for election of directors? March 16, 1892.

Give postoffice address of general office. Boston, Mass.

Give postoffice address of operating office. Omaha, Nebraska.

**OFFICERS.**

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....		
President.....	S. H. H. Clark.....	Omaha, Nebraska.
First vice-president.....	Edwin F. Atkins.....	Boston, Mass.
Second vice-president.....		
Third vice-president.....		
Secretary.....	Alexander Millar.....	Boston, Mass.
Treasurer.....	James G. Harris.....	Boston, Mass.
General solicitor.....	W. W. Cotton.....	Portland, Or.
Attorney.....	Oliver W. Mink.....	Boston, Mass.
Comptroller.....		
Assistant comptroller.....	Erastus Young.....	Omaha, Nebraska.
Auditor.....	F. W. Hills.....	Omaha, Nebraska.
Assistant auditor.....	S. H. H. Clark.....	Omaha, Nebraska.
General manager.....	E. Dickinson.....	Omaha, Nebraska.
Assistant general manager.....	E. C. Smeed.....	Omaha, Nebraska.
Chief engineer.....		
General superintendent.....		
Assistant general superintendent.....		
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....	J. A. Monroe.....	Omaha, Nebraska.
General freight agent.....		
Assistant general freight agent.....	E. L. Lomax.....	Omaha, Nebraska.
General passenger and ticket agent.....		
Assistant general passenger agent.....		
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

1. Railroad line represented by capital stock:
  - (a) Main line.
  - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

Name.	Terminals.		Miles line for each road named.	Miles of line for each class roads named.
	From—	To—		
3. Oregon Railway & Navigation Co.	Portland .....	Huntington .....	402.67	
	Umatilla Junction .....	Walla Walla Junction .....	27.12	
	Pendleton Junction .....	Blue Mountain .....	28.15	
	Milton .....	Walla Walla .....	12.79	
	Walla Walla .....	La Crosse Junction .....	81.10	
	Willows Junction .....	Heppner .....	45.34	
	Bolles Junction .....	Dayton .....	13.35	
	Starbuck .....	Pomeroy .....	30.00	
	East Portland .....	Albina .....	2.13	
	Total .....		642.66	
3. Oregon Railway Extensions Co.	Winona Junction .....	Settice .....	47.84	
	La Grande .....	Elgin .....	29.89	
Total .....			68.73	
3. Washington & Idaho R. R. Co.	Farmington .....	Spokane .....	60.43	
	Tekoa .....	Mullan .....	87.10	
	Wallace .....	Burke .....	6.67	
Total .....			154.20	
3. Columbia & Palouse R. R. Co.	Connell .....	Moscow .....	117.34	
	Colfax .....	Farmington .....	27.48	
Total .....			144.82	
3. Walla Walla & Col. River R. R. Co.	Walla Walla Junction .....	Walla Walla .....	30.18	
	Blue Mountain .....	Milton .....	5.34	
Total .....			35.52	
3. Mill Creek Flume & Man'g Co.	Walla Walla .....	Dixie and Dudley .....	13.40	
Total .....				1,059.33

Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the general balance sheet, pages 49 and 51.

Name.	Character of business.	Title (owned, leased, etc).	State or territory.
Oregon Railway & Navigation Company's steamers .....	Transportation .....	Owned .....	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

## INCOME ACCOUNT.

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....	\$ 5,088,038 02	
Less operating expenses, page 45.....	3,593,389 52	
Income from operation.....		\$ 1,494,648 50
Deficit.....		
Dividends on stocks owned, page 37.....		
Interest on bonds.....	\$ 15,750 00	
Miscellaneous income.....	378 00	
Income from other sources.....		16,128 00
Total income.....		\$ 1,510,776 50
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....	2,736,077 61	
Taxes.....	161,371 11	
Permanent improvements, page 29.....		
Other deductions.....	*139,219 64	
Total deductions from income.....		3,036,668 36
Net income.....		
Deficit.....		\$ †1,525,891 56
Dividends, %, common stock.....		
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1892.....		
Deficit from operations of year ending June 30, 1892.....		
Surplus on June 30, 1891 (from general balance sheet, 1891 report).....		
Deficit on June 30, 1891 (from general balance sheet, 1891 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51).....		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49).....		

\*This deficit for the year ending June 30, 1892, is carried into the income account of the Oregon Short Line & Utah Northern Railway Company, the lessee company.

†Includes \$107,505.13 loss in operation Oregon Railway & Navigation Company water lines, page 41.

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.***EARNINGS FROM OPERATION.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
<b>Passenger—</b>			
Passenger revenue.....	\$ 1,188,642 67		
Less repayments—			
Tickets redeemed.....		\$ 11,181 15	
Excess fares refunded.....		3,741 42	
Other repayments.....		99 39	
<b>Total deductions.....</b>		<b>\$ 15,021 96</b>	
<b>Total passenger revenue.....</b>			<b>\$ 1,173,620 71</b>
Mail.....			189,946 90
Express.....			73,496 89
Extra baggage and storage.....			27,072 40
Other items.....			
<b>Total passenger earnings.....</b>			<b>\$ 1,444,136 90</b>
<b>Freight—</b>			
Freight revenue.....	\$ 3,709,250 90		
Less repayments—			
Overcharge to shippers.....		172,884 91	
Other repayments.....		7,802 40	
<b>Total deductions.....</b>		<b>\$ 180,687 31</b>	
<b>Total freight revenue.....</b>			<b>\$ 3,528,563 59</b>
Stock yards.....			
Elevators.....			
Other items.....			
<b>Total freight earnings.....</b>			<b>\$ 3,528,563 59</b>
<b>Total passenger and freight earnings.....</b>			<b>\$ 4,972,700 49</b>
<b>Other earnings from operation—</b>			
Car mileage, balance.....			80,136 07
Switching charges, balance.....			274 88
Telegraph companies.....			520 46
Rents from tracks, yards, and terminals, page 41.....			11,949 15
Rents not otherwise provided for.....			3,196 15
Other sources.....			19,260 82
<b>Total other earnings.....</b>			<b>\$ 115,337 53</b>
<b>Total gross earnings from operation, entire line.....</b>			<b>\$ 5,088,038 02</b>
<b>Total gross earnings from operation, Oregon, approximate.....</b>			<b>3,534,297 22</b>

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.***RENTALS RECEIVED.****RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.**

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company using property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks.....	Wallula to Portland.....	Northern Pacific R. R. Co. ....	\$ 867 32	.....
Total.....				\$ 867 32
Yards.....				
Total.....				
Terminals.....	Portland and Albina.....	N. P. Terminal Co. ....	\$ 11,081 83	.....
Total.....				\$ 11,081 83
Grand total rents received.....				\$ 11,949 15

**MISCELLANEOUS INCOME.**

<i>Item.</i>	<i>Gross income.</i>	<i>Less expenses.</i>	<i>Net miscellaneous income.</i>
*Oregon Railway & Navigation Company steamers	\$ 1,141,227 37	\$ 1,248,732 50	\$ †107,505 13
Total.....	\$ 1,141,227 37	\$ 1,248,732 50	\$ †107,505 13

\* Includes only the operating earnings, expenses (including taxes). † Deficit.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

## OPERATING EXPENSES.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures—</b>			
Repairs of roadway.....	\$ 193,113 12	\$ 285,234 54	\$ 478,347 66
Renewals of rails.....	16,197 01	23,128 80	39,325 81
Renewals of ties.....	49,141 60	74,517 57	123,659 17
Repairs of bridges and culverts.....	41,118 43	57,620 08	98,738 51
Repairs of fences, road-crossings, signs, and cat- tle guards.....	5,698 18	9,169 00	14,867 18
Repairs of buildings.....	21,520 67	31,388 07	52,908 74
Repairs of docks and wharves.....			
Repairs of telegraph.....	104 80	154 49	259 29
Other expenses.....			
<b>Total.....</b>	<b>\$ 326,893 81</b>	<b>\$ 481,212 55</b>	<b>\$ 808,106 36</b>
<b>Maintenance of equipment—</b>			
Repairs and renewals of locomotives.....	86,724 70	233,517 23	320,241 93
Repairs and renewals of passenger cars.....	100,891 70		100,891 70
Repairs and renewals of freight cars.....		146,629 31	146,629 31
Repair- and renewals of ferry-boats, tugs, floats, and barges.....			
Shop machinery, tools, etc.....	11,421 29	16,494 86	27,916 15
Other expenses.....			
<b>Total.....</b>	<b>\$ 199,037 69</b>	<b>\$ 396,641 40</b>	<b>\$ 595,679 09</b>
<b>Conducting transportation—</b>			
Wages of engine-men, firemen, and round-house men.....	98,313 28	233,473 05	331,786 33
Fuel for locomotives.....	166,123 73	446,858 13	612,981 86
Water supply for locomotives.....	9,673 42	14,137 37	23,810 79
All other supplies for locomotives.....	5,343 15	8,176 93	13,520 08
Wages of other trainmen.....	71,442 71	109,006 95	180,449 66
All other train supplies.....	14,837 63	22,750 58	37,588 21
Wages of switchmen, flagmen and watchmen.....	30,310 07	45,036 43	75,366 50
Expense of telegraph, including train dispatchers and operators.....	33,725 46	49,856 40	83,581 86
Wages of station agents, clerks, and laborers.....	100,609 48	148,868 18	249,477 66
Station supplies.....	14,907 69	21,319 07	36,226 76
Switching charges, balance.....			
Car mileage, balance.....			
Loss and damage.....	21,017 75	71,708 58	92,726 33
Injuries to persons.....	26,795 74	37,852 06	64,647 80
Barges, floats, tugs, ferry-boats, expenses of, in- cluding wages, fuel, and supplies.....			
Other expenses.....			
<b>Total.....</b>	<b>\$ 593,100 11</b>	<b>\$ 1,209,063 73</b>	<b>\$ 1,802,163 84</b>
<b>General expenses—</b>			
Salaries of officers.....	11,108 45	16,515 70	27,624 15
Salaries of clerks.....	18,893 95	27,531 95	46,425 90
General office expenses and supplies.....	1,667 72	2,426 35	4,094 07
Agencies, including salaries and rent.....	23,009 13	137,048 16	150,057 29
Advertising.....	25,568 56		25,568 56
Commissions.....	29,151 52	6,629 68	35,781 20
Insurance.....	6,828 39	10,069 11	16,897 50
Expense of fast freight lines.....			
Expense of traffic associations.....	2,077 21	2,831 42	4,908 63
Expense of stock yards and elevators.....			
Rents for tracks, yards, and terminals, page 47, B.....	9,413 87	13,605 47	23,019 34
Rents not otherwise provided for.....	1,059 93	1,517 20	2,577 13
Legal expenses.....	7,775 17	11,904 68	19,679 85
Stationery and printing.....	8,345 84	12,070 77	20,406 61
Other general expenses.....	3,890 86	6,509 14	10,400 00
<b>Total.....</b>	<b>\$ 148,780 60</b>	<b>\$ 238,659 63</b>	<b>\$ 387,440 23</b>

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company — FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee). 1892.*

## OPERATING EXPENSES—CONCLUDED.

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>
Recapitulation of expenses—			
Maintenance of way and structures.....	\$ 326,893 81	\$ 481,212 55	\$ 808,106 36
Maintenance of equipment.....	199,037 69	396,641 40	595,679 09
Conducting transportation.....	563,100 11	1,208,063 78	1,802,163 84
General expenses.....	148,780 60	238,659 63	367,440 23
Grand total.....	\$ 1,267,812 21	\$ 2,825,577 31	\$ 3,598,389 52
Percentage of expenses to earnings, entire line.....			70.62
Operating expenses, Oregon, approximate—			
Maintenance of way and structures.....	246,804 82	370,052 49	616,857 31
Maintenance of equipment.....	149,232 77	298,945 80	448,178 57
Conducting transportation.....	447,790 48	807,654 55	1,255,445 13
General expenses.....	107,491 89	152,606 21	260,098 10
Total.....	\$ 961,320 06	\$ 1,629,260 05	\$ 2,590,579 11
Percentage of expenses to earnings, Oregon.....			73.01

## RENTALS PAID.

## A.—RENTS PAID FOR LEASE OF ROAD.

<i>Name of road.</i>	<i>Interest on bonds guaranteed.</i>	<i>Dividends on stocks guaranteed.</i>	<i>Cash.</i>	<i>Total.</i>
Oregon Railway & Navigation Co..	\$ 1,069,137 61	\$ 1,440,000 00	\$ 115,280 00	\$ 2,634,417 61
Northern Pacific Terminal Co.....	111,660 00			111,660 00
Total rents, A.....	\$ 1,180,797 61	\$ 1,440,000 00	\$ 115,280 00	\$ 2,736,077 61

## B.—RENTS PAID FOR LEASE OF OTHER PROPERTY.

<i>Designation of property.</i>	<i>Situation of property leased.</i>	<i>Name of company owning property leased.</i>	<i>Item.</i>	<i>Total.</i>
Tracks—				
Yards—				
Terminals—				
	Spokane Falls.....	Union Depot Company.....	\$ 18,479 28	
	Portland.....	N. P. Terminal Company.....	4,890 06	
	Portland.....	Southern Pacific R'y Co.....	150 00	
Grand total, B.....				\$ 23,019 34

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

## CONTRACTS, AGREEMENTS, Etc.

\* Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Other contracts.

1. Pacific Express Company, contract dated May 1, 1886.
2. Rates fixed by Postmaster-General.
3. Pullman Palace Car Company, contract dated February 1, 1889.
4. Columbia Transportation Company, contract dated November 1, 1889; Vancouver Transportation Company, contract dated November 1, 1889; W. S. Buchanan, agent, contract dated December 26, 1890; Pacific Transfer Company, contract dated May 1, 1892.
5. Union Pacific Railway Company, contract dated December 6, 1890; Northern Pacific Railroad Company, contract dated August 17, 1892; Great Northern Railroad Company, contract dated October 13, 1890; Oregon Railway & Navigation Company, contract dated January 1, 1887; Seattle, Boise & Salt Lake Railway Company, contract dated July 1, 1892; Northern Pacific Railroad Company, contract dated June 3, 1890; Southern Pacific Company, contract dated June 3, 1890; Northern Pacific Terminal Company, contract dated June 3, 1890.
6. Pacific Coast Steamship Company, contract dated June 1, 1890; Puget Sound Steamship Association, contract dated March 13, 1890; Columbia River Steamship Association, contract dated December 30, 1890; Pacific Mail Steamship Company, contract dated February 6, 1892.
7. Western Union Telegraph Company, contract dated October 6, 1890.
8. Franklin Upton, contract dated March 3, 1890; Franklin Upton, contract dated March 10, 1890; Northern Pacific Coal Company, contract dated September 18, 1891; Wm. Bain, contract dated February 3, 1892; Salt Lake City corporation, contract dated June 14, 1892.

\* It is impossible to furnish a concise statement of all existing contracts, etc., as called for above. A brief reference to such contracts as are believed to be of more general interest has, however, been made.



*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

## EMPLOYÉS AND SALARIES.—ENTIRE LINE.

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
General officers.....	40	12,520	\$ 25,503 15	\$ 2 03
General office clerks.....	96	30,018	62,467 87	2 07
Station agents.....	68	21,244	58,825 56	2 76
Other station men.....	145	45,385	102,606 00	2 26
Engineers.....	98	30,674	147,291 60	4 80
Firemen.....	98	30,671	88,460 60	2 82
Conductors.....	58	18,154	67,450 00	3 72
Other trainmen.....	95	29,735	78,144 00	2 63
Machinists.....	117	36,621	113,065 80	3 09
Carpenters.....	83	27,979	86,973 00	3 45
Other shopmen.....	286	89,518	243,457 80	2 71
Section foremen.....	127	39,751	99,184 00	2 50
Other trackmen.....	501	156,813	2 8,163 20	1 46
Switchmen, flagmen, and watchmen.....	33	10,329	32,307 60	3 13
Telegraph operators and dispatchers.....	52	16,276	50,190 00	3 08
Employés—account floating equipment.....	416	130,208	374,073 72	2 87
All other employés and laborers.....	275	86,075	269,358 60	3 13
Total (including general officers).....	2,588	810,044	\$ 2,125,522 30	\$ 2 62
Less general officers.....	40	12,520	25,503 15	2 03
Total (excluding general officers).....	2,548	797,524	\$ 2,100,019 15	\$ 2 63
Distribution of above—				
General administration.....	177	55,401	135,147 94	2 43
Maintenance of way and structures.....	753	235,689	450,331 20	1 91
Maintenance of equipment.....	592	185,296	523,128 36	2 82
Conducting transportation.....	1,666	833,658	1,016,014 80	3 05
Total (including general officers).....	2,588	810,044	\$ 2,125,522 30	\$ 2 62
Less general officers.....	40	12,520	25,503 15	2 03
Total (excluding general officers).....	2,548	797,524	\$ 2,100,019 15	\$ 2 63
Total (including general officers) entire line.....				

Impossible to furnish information requested for the State of Oregon.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF OREGON.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue	265,400	
Number of passengers carried one mile	31,316,190	
Average distance carried	115	
Total passenger revenue, page 35		\$ 886,083 64
Average amount received from each passenger		3 33967
Average receipts per passenger per mile		.02829
Estimated cost of carrying each passenger one mile		.03038
Total passenger earnings, page 35		1,087,260 89
Passenger earnings per mile of road		2,037 96271
Passenger earnings per train-mile		1 64609
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue	696,818	
Number of tons carried one mile	151,041,200	
Average distance haul of one ton	216.8	
Total freight revenue, page 35		2,357,080 48
Average amount received for each ton of freight		3 38263
Average receipts per ton per mile		.01561
Estimated cost of carrying one ton one mile		.01079
Total freight earnings, page 35		2,357,080 48
Freight earnings per mile of road		4,417 88680
Freight earnings per train-mile		2 72425
<b>Passenger and freight—</b>		
Passenger and freight revenue, page 35		3,243,164 12
Passenger and freight revenue per mile of road		6,078 69121
Passenger and freight earnings, page 35		3,444,341 37
Passenger and freight earnings per mile of road		6,455 75961
Gross earnings from operation, page 35		3,531,297 22
Gross earnings from operation per mile of road		6,924 36455
Expenses, page 45		2,580,579 11
Expenses per mile of road		4,836 80226
<b>Train mileage—</b>		
Miles run by passenger trains	637,134	
Miles run by freight trains	812,101	
Miles run by mixed trains	110,829	
Total mileage trains earning revenue	1,560,064	
Miles run by switching trains	426,386	
Miles run by construction and other trains	99,090	
Grand total train mileage	2,085,540	
Mileage of loaded freight cars—north or east	6,343,616	
Mileage of loaded freight cars—south or west	8,098,729	
Mileage of empty freight cars—north or east	2,569,577	
Mileage of empty freight cars—south or west	886,231	
Average number of freight cars in train	19	
*Average number of loaded cars in train	16	
Average number of empty cars in train	3	
Average number of tons of freight in train	163.65	
†Average number or tons of freight in each loaded car	11.08	

\* Caboose treated as loaded. † Caboose treated as empty.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.***PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.**

<i>Item.</i>	<i>Column for tonnage, number passengers, number trains, mileage, number cars.</i>	<i>Column for revenue and rates.</i>
<b>Passenger traffic—</b>		
Number of passengers carried earning revenue.....	385, 415	
Number of passengers carried one mile.....	39, 146, 051	
Average distance carried.....	101.6	
Total passenger revenue.....		\$ 1, 173, 620 71
Average amount received from each passenger.....		3 01506
Average receipts per passenger per mile.....		.02998
Estimated cost of carrying each passenger one mile.....		.02239
Total passenger earnings.....		1, 444, 136 90
Passenger earnings per mile of road.....		1, 363 25496
Passenger earnings per train-mile.....		1 62236
<b>Freight traffic—</b>		
Number of tons carried of freight earning revenue.....	802, 533	
Number of tons carried one mile.....	186, 423, 479	
Average distance haul of one ton.....	232.3	
Total freight revenue.....		3, 528, 563 59
Average amount received for each ton of freight.....		4 39678
Average receipts per ton per mile.....		.01993
Estimated cost of carrying one ton one mile.....		.01247
Total freight earnings.....		3, 528, 563 59
Freight earnings per mile of road.....		3, 330 93898
Freight earnings per train-mile.....		2 64335
<b>Passenger and freight—</b>		
Passenger and freight revenue.....		4, 702, 184 30
Passenger and freight revenue per mile of road.....		4, 438 82860
Passenger and freight earnings.....		4, 972, 700 49
Passenger and freight earnings per mile of road.....		4, 694 19396
Gross earnings from operation.....		5, 068, 038 02
Gross earnings from operation per mile of road.....		4, 803 07177
Expenses.....		3, 593, 349 52
Expenses per mile of road.....		3, 392 13420
<b>Train mileage—</b>		
Miles run by passenger trains.....	844, 306	
Miles run by freight trains.....	1, 197, 397	
Miles run by mixed trains.....	183, 327	
Total mileage trains earning revenue.....	2, 225, 030	
Miles run by switching trains.....	517, 196	
Miles run by construction and other trains.....	113, 351	
Grand total train mileage.....	2, 855, 627	
Mileage of loaded freight cars—north or east.....	7, 985, 325	
Mileage of loaded freight cars—south or west.....	10, 217, 340	
Mileage of empty freight cars—north or east.....	3, 767, 685	
Mileage of empty freight cars—south or west.....	1, 313, 422	
Average number of freight cars in train.....	17	
*Average number of loaded cars in train.....	13	
Average number of empty cars in train.....	4	
Average number of tons of freight in train.....	135.02	
†Average number of tons of freight in each loaded car.....	10.96	

\* Caboose treated as loaded. † Caboose treated as empty.

Mileage of switching trains obtained by allowing eight miles per hour.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

## FREIGHT TRAFFIC MOVEMENT.

[COMPANY'S MATERIAL EXCLUDED.]

Commodity.		Freight originating on this road. (Whole tons.)	Freight received from connect- ing roads and other carriers. (Whole tons.)	Total freight tonnage.	
				Whole tons.	Per cent.
Products of agriculture	Grain.....	202,745	27,879	230,624	83.10
	Flour.....	18,506	513	19,019	2.73
	Other mill products.....	3,865	2,110	5,975	.86
	Hay.....	4,473	493	4,966	.72
	Tobacco.....				
Products of animals.	Cotton.....		13	13	
	Fruit and vegetables.....	1,165	2,922	4,047	.59
	Livestock.....	20,547	6,162	26,709	3.83
	Dressed meats.....	7,344	201	7,545	1.08
	Other packing-house products.....	141	5,186	5,327	.77
Products of mines.	Poultry, game, and fish.....	2,274	11,611	13,885	1.99
	Wool.....	6,883	1,473	8,356	1.20
	Hides and leather.....	1,291	75	1,366	.20
	Anthracite coal.....	10	114	124	.02
	Bituminous coal.....	2,022	8,036	10,058	1.44
Products of forest.	Coke.....	145	240	375	.06
	Ores.....	24,915	161	25,076	3.60
	Stone, sand, and other like articles.....	10,717	974	11,691	1.68
	Lumber.....	118,464	22,224	140,688	20.19
	Petroleum and other oils.....	1,022	7,209	8,231	1.18
Manufac- tures.	Sugar.....	362	8,425	8,787	1.21
	Naval stores.....				
	Iron, pig and bloom.....	113	109	222	.08
	Iron and steel rails.....	29	1,458	1,487	.22
	Other castings and machinery.....	1,057	5,899	6,956	1.00
Merchandise	Bar and sheet metal.....	244	2,752	2,996	.43
	Cement, brick, and lime.....	9,017	5,818	14,835	2.13
	Agricultural implements.....	934	4,145	5,079	.73
	Wagons, carriages, tools, etc.....	104	2,461	2,565	.37
	Wines, liquors, and beers.....	256	2,738	2,994	.43
Miscellaneous—other commodities not men- tioned above.	Household goods and furniture.....	348	2,125	2,473	.36
		31,016	26,593	57,609	8.27
Total tonnage, Oregon.....		484,997	181,974	666,971	
*Material hauled for use other companies in Union Pacific system.....				29,847	4.29
Grand total tonnage, Oregon.....				696,818	100.00
Total tonnage, entire line.....				802,533	

\* This item, which is self-explanatory, has been added to this statement so that the total tonnage will agree with the "number of tons carried of freight earning revenue" reported on page 61. It is impossible to state whether this tonnage "originated on this road," or was "received from connecting roads or other carriers."

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

## DESCRIPTION OF EQUIPMENT.

Item,	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives—						
Passenger—		14	14	Westinghouse		
Freight—		93	54	Westinghouse		
Switching—		7	7	Westinghouse		
Leased						
Total locomotives—		114	79	Westinghouse		
Cars in passenger service—						
First-class passenger cars		36	36	Westinghouse	86	Miller.
Second-class passenger cars						
Combination passenger cars						
Emigrant sleeping cars						
Dining cars						
Parlor cars						
Sleeping cars						
Baggage, express, and postal cars	*1	27	27	Westinghouse	27	Miller.
Other cars in passenger service		3	3	Westinghouse	3	Miller.
Total	*1	66	66	Westinghouse	66	Miller.
Cars in freight service—						
Box cars	3	2,233	1,324	Westinghouse		
Flat cars		342	21	Westinghouse		
Stock cars		271	200	Westinghouse		
Coal cars		189				
Tank cars						
Refrigerator cars						
Other cars						
Total	3	3,035	1,545	Westinghouse		
Cars in company's service—						
Gravel cars						
Derrick cars		3				
Caboose cars	3	50	10	Westinghouse		
Other road cars	*1	89				
Total	2	142	10	Westinghouse		
Cars contributed to fast freight line service—						
Total cars owned	4	3,243	1,621	Westinghouse	66	Miller.
Cars leased—						
Grand total cars		3,243	1,621	Westinghouse	66	Miller.

\* Denotes reductions.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.***MILEAGE.****A.—MILEAGE OF ROAD OPERATED.**

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated during year.	New line constructed during year.		Rails.	
	Main line.	Branches and spurs.								Iron.	Steel.
Miles of single track.....				1,059.33			1,059.33			269.45	789.88
Miles of second track.....											
Miles of third track.....											
Miles of fourth track.....											
Miles of yard track and sidings.....											
Total mileage operated (all tracks).....				1,059.33			1,059.33			269.45	789.88

**B.—MILEAGE OF LINE BY STATES AND TERRITORIES.**

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage carried during trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Oregon.....				533.53			533.53		65.04	468.49
Washington.....				431.81			431.81		207.03	229.78
Idaho.....				98.99			98.99		2.38	91.61
Total mileage operated (single track).....				1,059.33			1,059.33		269.45	789.88

## Oregon Short Line &amp; Utah Northern Railway Co. (Lessee), 1892.

## RENEWALS OF RAILS AND TIES.

New rails laid during year.			New ties laid during year.		
Kind.	Tons.	Weight per yard (Pounds.)	Average price per ton at distributing point.	Kind.	Number.
Iron	1,421.0035	56	\$ 20 80	Cedar	5,925
				Pine	231,026
				Fir	189,971
Total iron	1,421.0035	56	\$ 20 80		
Steel	1,490.0577	60	32 77		
				Total	376,922
Total steel	1,490.0577	60	\$ 32 77		
					.32

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger		39,235.00	580.00		39,821.66	939,572.00	84.34
Freight		97,123.00	1,117.75		97,890.17	1,645,134.00	119.00
Switching		8,096.00	79.38		8,144.92	517,146.00	31.51
Construction		2,604.12	32.00		2,625.45	107,882.00	48.76
Total		147,060.12	1,809.13		148,286.20	3,209,693.00	92.40
Average cost at distributing point.		\$ 4 09	\$ 2 14		4 08		

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

## ACCIDENTS TO PERSONS.

Kind of accident.	Employees.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		6		4				10
Falling from trains and engines.....	1	19		1		9	1	29
Overhead obstructions.....								
Collisions.....		1			2		2	
Deraillments.....	3	4			2		3	1
Other train accidents (described briefly below).....								
At highway crossings.....								
At stations.....				1				1
Other causes (described briefly below).....	2	13	1	5		83	3	106
Total.....	2	43		11	2	99	9	158

Kind of accident.	Passengers.		Others.				Total.	
			Trespassing.		Not trespassing.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....								
Deraillments.....			2				2	
Other train accidents (described briefly below).....								
At highway crossings.....								1
At stations.....								
Other causes (described briefly below).....	1	7	1	7	1	1	2	13
Total.....	1	7	3	7	1	7	4	14

## OTHER CAUSES—INJURED.

M. Clifton, fireman—Hand and arm burnt on account ignited oil.  
 J. S. Mills, engineer—Finger cut while using coal chisel.  
 George Pelton, fireman—Leg scalded on account cock breaking off injector.  
 H. F. Young, fireman—Eye injured on account water glass engine exploding.  
 John Dexter, engineer—Wrist burnt against steam pipe.  
 H. H. DuBois, brakeman—Hand cut while throwing switch.  
 George B. Atkinson, brakeman—Foot sprained; slipped against engine pilot.  
 H. O. Darrah, conductor—Back bruised; fell against switch stand.  
 C. W. Hudson, brakeman—Hand bruised by falling ties.  
 F. P. Reznor, brakeman—Ankle sprained in getting from train to engine.  
 T. D. Lake, brakeman—Hand cut trying to break car seal.  
 George Smith, fireman—Shoulder sprained while coaling engine.  
 J. H. Gallagher, brakeman—Back sprained while getting on car.  
 J. L. Haywood, switchman—Hand bruised by falling ties.  
 A. E. W. Fleming, switchman—Foot sprained on engine.  
 G. E. Fallett, watchman—Toe bruised by falling wood.  
 P. J. McMahon, switchman—Fingers mashed by brake.  
 George McKinney, switchman—Finger torn on nails.  
 R. Hubert, laborer—Fell down in caboose and sprained his back.  
 S. Storie, bridge foreman—Rib broken by falling off bridge.  
 D. C. Wilson, roadmaster—Ankle sprained by falling off bridge.  
 O. Carroll, boiler maker—Thumb bruised by stand.



*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

## ACCIDENTS TO PERSONS.—CONTINUED.

## OTHER CAUSES—INJURED.—CONTINUED.

J. T. Smith, car inspector — Fingers mashed by swing beam.  
 D. V. Rogers, boiler maker — Foot bruised by channell bar.  
 W. H. Renfe, section foreman — Spine and ribs bruised by handle of hand car.  
 C. McGovern, laborer — Wrist sprained by handling rails.  
 H. Allen, blacksmith — Hand cut by chisel.  
 F. Little, laborer — Finger mashed by rail.  
 C. L. Walker, car repairer — Stepped on nail.  
 M. Powers, laborer — Leg broken by car door.  
 J. Chambers, boiler maker — Fingers bruised by hammer.  
 N. Morgan, machinist — Foot bruised by ax.  
 J. Chambers, boiler maker — Hand bruised by fly-wheel.  
 A. C. Jones, millman — Fingers cut off by mortising machine.  
 G. Shintler, laborer — Foot bruised by car door.  
 W. Bradford, laborer — Fingers mashed by rail.  
 J. Shupe, tuner — Hand cut by galvanized iron.  
 J. H. Morrissey, machinist — Foot bruised by hydraulic jack.  
 J. Kelly, laborer — Large toe bruises by dump car.  
 L. Kneble, car repairer — Thumb mashed while bolting arch bars.  
 F. Karpin-ki, laborer — Toe mashed by push car.  
 C. W. Baker, carpenter — Foot mashed by casting.  
 Hans Peterson, tin-smith — Knee hurt by log.  
 John Lyden, pitman — Chest bruised and thumb sprained by earth slide.  
 C. Rogers, painter — Hand cut by whistle.  
 John Foulks, carpenter — Collar bone broke by falling from coal bunkers.  
 P. D. Morris, machinist — Foot mashed by car wheel.  
 P. H. Fenton, section foreman — Back bruised by hand car.  
 W. Maher, car repairer — Finger sprained repairing freight car.  
 L. Knebel, car repairer — Thumb mashed in cog wheel.  
 N. Collins, machinist's apprentice — Thumb mashed in gear wheel.  
 Thomas Dunn, laborer — Ankle sprained jumping off hand car.  
 Fred Davis, laborer — Arm sprained by jumping off hand car.  
 R. Fonger, wiper — Fell on rail, bruising face and side.  
 — Robany, laborer — Foot mashed by rail.  
 Chinaman, laborer — Face cut by hand car.  
 C. Mellenger, blacksmith — Knee cap bruised by tongs.  
 J. C. Smith, machinist — Foot hurt by jack screw.  
 George Langill, carpenter — Spine injured by falling off bridge, No. 134.  
 R. Tuckley, laborer — Hand bruised by rail.  
 J. Earl, laborer — Leg broken; caught between piles.  
 M. Fitzgerald, laborer — Toes bruised by rail.  
 Mons. Olson, carpenter — Thumb bruised loading lumber.  
 George Warner, section foreman — Back and hip sprained taking jack from under track.  
 P. Gourley, boiler maker — Iron entered eye while cutting bolts.  
 R. F. Hardwick, carpenter — Scalp wound by falling rock.  
 Charles Holloway, mail clerk — Hand burnt putting out fire in mail car.  
 J. D. Jones, machinist — Leg cut; hook on chain broke.  
 James Poste, laborer — Scalp wound by plank.  
 A. Waterloo, locksmith — Hand cut by brass fixtures.  
 R. Geary, blacksmith — Back bruised by drop door.  
 E. H. Higgins, machinist — Foot bruised by jack.  
 John Tosback, machinist — Hand bruised by tool holder and strap.  
 R. Schimfmerman, carpenter — Head bruised by falling off ladder.  
 S. B. McCray, laborer — Foot bruised by car wheel.  
 J. M. Hickenbottom, laborer — Chest bruised by hand car.  
 F. Morton, oiler — Hand bruised and wrist sprained by drill press.  
 R. V. Montelth, machinist — Hand bruised by bar.  
 J. H. Fazorn, carpenter — Cut over right eye by chain.  
 E. Shupe, foreman — Hand cut; caught between plank and wheel.  
 N. P. Miller, car repairer — Hand bruised by hammer.  
 D. S. Hyland, carpenter — Foot bruised handling bridge stringers.  
 J. W. Jacobs, blacksmith — Face cut by piston head exploding.  
 A. Watt, bridge carpenter — Fracture of thumb by bar.  
 James Fitzsimmons, boiler maker — Hand bruised by hammer.  
 T. E. Kirby, blacksmith — Scalp hurt falling against boiler.  
 George A. Lyon, carpenter — Forehead cut and face bruised by falling timber.  
 Pat Conlon, laborer — Back and hip bruised by falling ties.  
 Chinaman, laborer — Finger cut off falling off hand car.  
 Walter Gundry, machinist — Finger bruised; caught between rail and hose.  
 A. J. Nes, laborer — Finger mashed handling lumber.  
 G. L. Berland, laborer — Fell off hand car and bruised face.  
 George Gregor, machinist — Fingers bruised by casting.

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.***ACCIDENTS TO PERSONS.—CONCLUDED.****OTHER CAUSES—INJURED.—CONCLUDED.**

J. F. Synhorst, boiler maker—Hand cut repairing smoke jacks.  
 M. Harrigan, car repairer—Thumb bruised by hammer.  
 W. Sprague, laborer—Scalp and shoulder hurt by piece rail.  
 J. D. Hudson, blacksmith—Thumb and fingers crushed between chain and pulley.  
 O. Collins, machinist—Thumb cut; carelessness.  
 Chinaman, laborer—Face and leg bruised; foot caught in wheel hand car.  
 Chinaman, laborer—Ankle sprained jumping off moving hand car.  
 W. G. Heath, machinist—Thumb cut closing driving brasses.  
 Charles Craig, tinsmith—Eye-lid torn by hook.  
 M. Roemer, boiler maker—Cut above eye by chip of iron.  
 Charles Frazier, carpenter—Wrist sprained by falling off bridge.  
 R. F. Hardwick, carpenter—Shoulder sprained; engine knocked him off bridge.  
 W. W. Williams, machinist—Hand sprained running wheel lathe.  
 Margaret Dunn, passenger—Ankle sprained falling off moving train.  
 Mrs. J. W. Carnine, passenger—Arm and leg broken falling off moving train.  
 Mrs. O. D. Wolfe, passenger—Finger mangled by coach door.  
 John E. Cooke, passenger—Head and face cut on account snow ball thrown through window.  
 J. Murphy, passenger—Scalp wound; trying to board train while drunk.  
 Mrs. A. E. Herzoy, passenger—Knee bruised; fell over stump while transferring.  
 A. Anderson, passenger—Ankles sprained and head cut; fell off moving train.  
 F. Kimball, tramp—Foot mashed while stealing a ride.  
 J. Hood, tramp—Head and face cut; jumped in front of moving engine.  
 J. M. Hart, tramp—Shoulder dislocated by end gate falling on him.  
 William Gill, tramp—Several cuts on head and spine hurt; stealing a ride.  
 Thomas Corea, tramp—Shoulder dislocated; fell off train.  
 John Barton, tramp—Head badly cut; jumped off moving train.  
 A. Freeman, tramp—Hip bruised; caught between vestibule of sleepers.  
 F. Evans, painter—Wrist fractured by timbers giving way.  
 F. Eichman, painter—Hand mashed by timbers giving way.  
 C. Murbaugh, butcher—Cut on head; fell while walking on trestle.  
 Albert Roth, -----—Leg crushed and amputated; struck by car while walking through the yard.  
 J. Burns, saddler—Head cut by engine.  
 P. F. Poutz, timber locator—Cut over eye and side bruised; struck by crate of strawberries.

**OTHER CAUSES—KILLED.**

M. Mullen, brakeman—Badly cut and bruised on account two cars running away.  
 H. Shutts, brakeman—Both legs broken and crushed; run over by train.  
 J. Magee, watchman—Run over by train; supposed to have been murdered and put on track.  
 John Smith, tramp—Found dead on main line; think he was run over by train No. 1.  
 Indian Frank Wah—Neck broken; thrown from horse against baggage car.  
 J. B. Price, passenger—Head crushed; supposed to have fallen from train.

## Oregon Short Line &amp; Utah Northern Railway Co. (Lessee), 1892.

## CHARACTERISTICS OF ROAD.

Working divisions or branches.	From—	To—	Miles.	Alignment.			Length of level line. (Miles.)	Ascending grades.			Descending grades.		
				Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)		Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
Portland.	Huntington.		402.67	1,241	152.16	250.51	55.14	350	7,026	206.67	310	4,967	140.86
Ormatilla Junction.	Wallula Junction.		27.12	76	7.23	19.89	0.44			13.95			12.73
Pendleton Junction.	Blue Mountain.		24.15	43	7.94	20.21	1.67	25	773	19.57	39	601	6.91
Milton.	Wallula.		12.79	6	1.92	10.87	1.70	20	230	6.55	16	167	5.54
Wallula.	La Crosse Junction.		81.10	265	35.29	45.81	1.03	74	2,635	48.93	40	2,083	31.14
Willows Junction.	Heppner.		46.34	65	12.30	33.04		23	1,677	44.94	1	8	0.40
Bolles Junction.	Day on.		13.36	27	3.54	9.82	0.77	16	1,452	12.59			
Starbuck.	Pomeroy.		30.00	58	6.90	23.10	0.83	73	1,255	29.17			
East Portland.	Albina.		2.13	18	1.11	1.02	2.13						
Winona Junction.	Scituate.		47.84	92	17.55	30.29	4.39	13	1,559	30.36	8	435	13.09
La Grande.	Elgin.		20.89	18	3.68	17.21	4.83	5	40	4.54	12	193	11.52
Connell.	Moscow.		117.34	203	33.93	83.41	19.04	149	2,440	81.06	28	741	17.24
Colfax.	Farmington.		27.48	67	13.06	14.42	2.42	41	738	23.62	2	56	1.44
Wallula Junction.	Wallula.		30.18										
Blue Mountain.	Milton.		5.34	28	1.61	3.73							
Farmington.	Spokane.		60.43	124	23.42	37.01	6.89	38	786	19.45	47	1,575	34.09
Tekoa.	Mulien.		87.10	166	31.78	55.32	85.54	18	1,711	39.30	9	847	11.86
Wallace.	Burke.		6.67	51	2.21	4.46		1	1,023	6.67			
Wallula.	Dudley and Dixie.		13.40										
Total.			1,059.33	2,558	356.03	660.12	136.82	846	22,395	586.37	512	11,023	296.82

**BRIDGES, TRESTLES, TUNNELS, ETC.**

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.*

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of rail. (Feet.)
<b>Bridges—</b>					<b>Overhead highway crossings—</b>		
Stone.....					Bridges.....	1	19.6
Iron.....	7	3,794	175	1,235	Conduits.....	5	20
Wooden.....	88	10,208	75	474	Trestles.....		
Combination.....	1	200			<b>Total.....</b>	<b>6</b>	
<b>Total.....</b>	<b>96</b>	<b>14,202</b>			<b>Overhead railway crossings—</b>		
<b>Trestles.....</b>	<b>1,313</b>	<b>164,935</b>	<b>16</b>	<b>3,200</b>	Bridges.....	2	18
<b>Tunnels.....</b>	<b>6</b>	<b>2,581</b>	<b>269</b>	<b>620</b>	Conduits.....		
					Trestles.....		
					<b>Total.....</b>	<b>2</b>	
					<b>Tunnels.....</b>	<b>6</b>	<b>17.6</b>

**GAUGE OF TRACK**—Four feet eight and one half inches; 1,045.98 miles.  
Three feet; 13.40 miles.

**TELEGRAPH.**

**A.—OWNED BY COMPANY MAKING THIS REPORT.**

Miles of line.	Operated by this company.		Miles of wire.	Miles of line.	Miles of wire.	Name of operating company.	Operated by another company.
	Miles of line.	Miles of wire.					
1,389.70		1,389.70					

**R.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.**

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
1,486.60		Western Union Telegraph Company	Western Union Telegraph Company.
276.70		Western Union Telegraph Company	Western Union Telegraph Company and this company jointly.
1,044.70			

*Oregon Short Line & Utah Northern Railway Co. (Lessee), 1892.***CAR MILEAGE.**

State below all individuals, cooperative fast freight lines, and stock companies to which the company making this report pays mileage for the use of cars.

American Refrigerator Transit Company,	Keystone Palace Horse Car Company,
Anglo-American Transit Company,	Laurel Hill Coal Company,
Armour & Cudahy Transit Line,	Lignit Freight Line,
Arms Palace Horse Car Line,	Mahla & Chappell Company,
Anstell Refrigerator Car Company,	Mann Bros.,
Blue Line Transportation Company,	Mattoone Manufacturing Company,
Burton Stock Car Company,	Mathers Humane Stock Car Company,
California Fruit Transportation Company,	Menasha Woodenware Company,
Candy Cattle Car Company,	Merchants Dispatch Transportation Company,
Case, J. I., Threshing Machine Company,	Midland Line,
Chicago Refrigerator Car Company,	Mitchell & Lewis Company,
Chicago Stock Car Company,	Mutual Oil Company,
Cold Blast Transportation Company,	National Dispatch Company,
Colorado Fuel Company,	New England Stock Car Company,
Colorado Coal and Iron Company,	National Oil Company,
Consolidated Tank Line Company,	Peerless Tank Company,
Crocker Chair Company,	Pittsburgh & Toledo Dispatch,
Cupples, Samuel, Woodenware Company,	Rend, W. & P. & Co.,
Dold & Sons, Jacob,	Red Line Transportation Company,
Ellsworth, J. W. & Co.,	St. Charles Car Company,
Empire Line,	St. Louis Refrigerator Car Company,
Eric Dispatch,	Silver Horn Company,
Fall Brook Coal Company,	Southern Dispatch Lumber Company,
Goodall Refrigerator Company,	Southern Iron Car Line,
Great Eastern Line,	Streets Stable Car Line,
Havens, C. B. & Co.,	Standard Oil Company,
Hallock Paint, Oil and Glass Company,	Swifts Refrigerator Line,
Heir Brewing Company,	Tropical Transportation Company,
Hershev Lumber Company,	Union Line,
Hicks Stock Car Company,	Union Refrigerator Transit Company,
International Oil Company,	Waters, Pearce & Co.,
International Packing Company,	Waverly Oil Company,
Illinois Steel Company,	Webster Gasoline Company,
Iron Car Express Coal Line,	Wells, F. E. & Co.,
Jenkins Line Poultry Car Company,	Whittier, Fuller & Co.,
Kansas City Dressed Beef Company,	White Line Transit Company.
Kentucky South Oil and Gas Company,	

**OATH.**

STATE OF MASSACHUSETTS,  
County of Suffolk. } ss.

I, the undersigned, Oliver W. Mink, Comptroller of the Oregon Short Line & Utah Northern Railway Company (Lessee), on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, or caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, excepting always such statements as have been prepared in accordance with rules prescribed by the Railroad Commissioners of the State of Oregon, the accuracy of which the Company neither admits nor denies.

OLIVER W. MINK,  
Comptroller.

Subscribed and sworn to before me this twelfth day of November, 1892.

FRANK D. BUTRICK,  
Notary Public.

[SEAL.]

# REPORT

## OF THE

### OREGON RAILWAY & NAVIGATION COMPANY.

*For the year ending June 30, 1892.*

#### HISTORY.

1. Name of common carrier making this report? Oregon Railway & Navigation Company.
2. Date of organization? June 12, 1879.
3. Under laws of what Government, State, or Territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] Oregon.
4. If a consolidated company, name the constituent companies. [Give reference to charter of each, and all amendment of same.] None.
5. Date and authority for each consolidation? None.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating report.] What carrier operates the road of this company? Oregon Short Line and Utah Northern Railway Company, lessee.

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
F. L. Ames.....	Boston, Mass.....	June 19, 1893.
B. Campbell.....	Portland, Or.....	
W. W. Cotton.....	Portland, Or.....	
S. H. H. Clark.....	Omaha, Neb.....	
C. B. Fosdick.....	New York, N. Y.....	
Walter F. Burrell.....	Portland, Or.....	
Jay Gould.....	New York, N. Y.....	
R. W. Baxter.....	Portland, Or.....	
H. R. Reed.....	Boston, Mass.....	
E. F. Atkins.....	Boston, Mass.....	
Zera Snow.....	Portland, Or.....	
D. P. Thompson.....	Portland, Or.....	
Frank Dekum.....	Portland, Or.....	

Total number of stockholders at date of last election? 1,118.

Date of last meeting of stockholders for election of directors? June 20, 1892.

Give postoffice address of general office. Boston, Mass.

Give postoffice address of operating office. None.

*Oregon Railway & Navigation Company, 1892.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....		
President.....	S. H. H. Clark.....	Omaha, Neb.
First vice-president.....	E. F. Atkins.....	Boston, Mass.
Second vice-president.....	D. P. Thompson.....	Portland, Or.
Third vice-president.....		
Secretary.....	W. W. Cotton.....	Portland, Or.
Treasurer.....	James G. Harris.....	Boston, Mass.
General solicitor.....		
Attorney.....	W. W. Cotton.....	Portland, Or.
Comptroller.....	Oliver W. Mink.....	Boston, Mass.
Assistant comptroller.....		
Auditor.....	Era-tus Young.....	Omaha, Neb.
Assistant auditor.....	F. W. Hills.....	Omaha, Neb.
* General manager.....		
Assistant general manager.....		
Chief engineer.....		
General superintendent.....		
Assistant general superintendent.....		
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....		
Assistant general freight agent.....		
General passenger agent.....		
Assistant general passenger agent.....		
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

\* Managed by officers of the Oregon Short Line & Utah Northern Railway Company, lessee.

## Oregon Railway &amp; Navigation Company, 1892.

## PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account, page 33.

Name.	Terminals.		By what company operated.	Under what kind of a contract operated.	Miles of line.
	From—	To—			
Oregon Railway & Navigation Co.	Portland.	Huntington.	Oregon Short Line & Utah Nor. Ry. Co.	Lease	402.67
	Umatilla Junction.	Wallula Junction.		Lease	27.12
	Pendleton Junction.	Blue Mountain.		Lease	28.15
	Milton.	Walla Walla.		Lease	12.79
	Walla Walla.	Lacrosse Junction.		Lease	81.10
	Willows Junction.	Heppner.		Lease	46.84
	Boiles Junction.	Dayton.		Lease	13.36
	Starbuck.	Pomeroy.		Lease	30.00
	East Portland.	Albina.		Lease	2.13
Total mileage.					

[FOR ROADS NOT MAKING OPERATING REPORTS, OR SUBSIDIARY OPERATING ROADS.]

Give here a full explanation of the contract existing between road (or roads) mentioned on page 13, and the company by which it is operated. In the case of a subsidiary company making an operating report, its mileage will of course appear on page 9.

Indenture of lease between the Oregon Railway & Navigation Company, Oregon Short Line Railway Company and the Union Pacific Railway Company, dated January 1, 1887, provides as follows:

1. The Oregon Railway & Navigation Company leases its entire railroad and property to the Oregon Short Line Railway Company for ninety-nine years from January 1, 1887.

2. The Oregon Railway & Navigation Company assigns to the Oregon Short Line Railway Company its leases of the Columbia & Palouse Railroad, Walla Walla & Columbia River Railroad and the Cascade Railroad.

3. Upon demand the Oregon Railway & Navigation Company will execute and deliver a lease of the property of the Washington Dalles Railroad.

4. The Oregon Railway & Navigation Company assigns all its right, title and interest in and to various contracts, etc.

5. The Oregon Railway & Navigation Company will maintain its corporate existence and organization during period of lease.

6. The Oregon Railway & Navigation Company will not incur any debts or obligations or issue any bonds except upon request of the Oregon Short Line and Union Pacific Railway Companies, and will hold said companies harmless for any indebtedness incurred prior to the date of the lease.

7. The Oregon Railway & Navigation Company will execute its consolidated bonds to retire debenture bonds, etc.

8. Consolidated bonds to be issued in payment of construction and equipment, the Willamette bridge and in payment for bonds and stocks of connecting road already constructed.

9. Consolidated bonds not to be sold or disposed of except upon rates approved by the Oregon Short Line Railway Company.

10. The Oregon Railway & Navigation Company will issue bonds to replace consolidated bonds when same become due.

11. Roads and branches hereafter constructed to be considered a part of this system and to be consolidated as soon as practicable.



*Oregon Railway & Navigation Company, 1892.***PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.—CONCLUDED.****FOR ROADS NOT MAKING OPERATING REPORTS, OR SUBSIDIARY OPERATING ROADS.—CONCLUDED.**

12. Schedules of all railroads, rolling stock and other property to be furnished to the Oregon Short Line Railway Company.
13. Rental to be paid—  
Six per cent dividend on capital stock.  
Sinking fund requirements under mortgages.  
Interest on bonds issued or to be issued.  
Organization expenses.  
Amount due under various contracts.  
14. Railroads to be operated in close connection and harmony with each other.
15. Unnecessary rolling stock and property to be disposed of.
16. The Oregon Short Line Railway Company to keep the Oregon Railway & Navigation Company harmless from all expenses, taxes, etc., incurred subsequent to date of lease.
17. The Oregon Short Line Railway Company to furnish statements of accounts to the Oregon Railway & Navigation Company.
18. The Oregon Short Line Railway Company to deliver property to the Oregon Railway & Navigation Company at expiration of lease in good condition, etc.
19. In case of default by the Oregon Short Line Railway Company, the Oregon Railway & Navigation Company to enter into and repossess leased property.
20. Oregon Short Line Railway Company to have access to records and books of the Oregon Railway & Navigation Company.
21. Oregon Short Line Railway Company and Union Pacific Railway Company agree to operate roads as one continuous line, interchange traffic and make no discrimination as to rates in favor of any other companies.
22. Disputes and differences to be settled by arbitration.
23. Lease to take effect January 1, 1887.
24. No contracts to be executed inconsistent with contracts now in force.
25. Joint manager to be appointed.
26. Lease ratified by stockholders of Oregon Railway & Navigation Company, Oregon Short Line Railway Company and Union Pacific Railway Company.
- The Oregon Short Line Railway Company was consolidated with other companies on August 1, 1889, into the Oregon Short Line & Utah Northern Railway Company.

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Railway & Navigation Company, 1892.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and out- standing.	Dividends declared during year.		Remarks.
					Rate.	Amount.	
Capital stock—							
Common	240,000	\$ 100 00	\$ 24,000,000	\$ 24,000,000 00	6%	\$ 1,440,000 00	
Preferred							
Total	240,000		\$ 24,000,000	\$ 24,000,000 00		\$ 1,440,000 00	
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amt issued during year.	Total number of shares issued.	* Total cash real- ized.			
Issued for cash—							
Common			240,000				
Preferred							
Issued for construction—							
Common							
Preferred							
Issued for reorganization—							
Common							
Preferred							
Issued for							
Total			240,000				

\* Cannot furnish.

*Oregon Railway & Navigation Company, 1892.*

**FUNDED DEBT.**

**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.**

<i>Class of bond or obligation.</i>	<i>Time.</i>		<i>Amount of authorized issue.</i>	<i>Amount issued.</i>	<i>Amount outstanding.</i>	<i>* Cash realized on amount issued.</i>	<i>Rate.</i>	<i>Interest.</i>		
	<i>Date of issue.</i>	<i>When due.</i>						<i>When payable.</i>	<i>Amount accrued during year.</i>	<i>Am't paid during year.</i>
1. First mortgage-----	1879. July 1, 1886.	1909. July 1, 1935.	\$ 6,000,000	\$ 6,000,000	\$ 5,059,000		6%	Jan., July	\$ 304,140 00	\$ 306,870 00
(Consolidated m'tg'e)	June 1.	Dec. 1.	30,000,000	12,583,000	12,583,000		6%	June, Dec.	638,041 67	673,300 00
			\$ 36,000,000	\$ 18,583,000	\$ 17,642,000				\$ 932,181 67	\$ 985,170 00
2. Collateral trust mortgage-----	1889. Sept. 2.	1919. Sept. 1.	\$ 25,000,000	\$ 5,182,000	\$ 5,182,000		5%	Mch., Sept.	\$ 286,300 00	\$ 218,375 00
Grand total-----			\$ 61,000,000	\$ 23,765,000	\$ 22,824,000				\$ 1,218,481 67	\$ 1,203,545 00

\* Cannot furnish.

## EQUIPMENT TRUST OBLIGATIONS

**A.—GENERAL STATEMENT.**

[illegible]

## Oregon Railway &amp; Navigation Company, 1892.

## FUNDED DEBT.—CONCLUDED.

## B.—STATEMENT OF AMOUNT.

Series or other designation.	Cash paid on delivery of equipment.	Deferred payments—principal		Deferred payments—interest.				
		Original amount.	Amount outstanding.	Original amount.	Amount outstanding.	Am't accrued during year.	Am't paid during year.	Rate.
Total.....								
"Miscellaneous obligations," p. 19.....		\$ 5,182,000 00	\$ 5,182,000 00			\$ 286,300 00	\$ 218,375 00	5%
Total "miscel. obligations".....		\$ 5,182,000 00	\$ 5,182,000 00			\$ 286,300 00	\$ 218,375 00	5%

## RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.		Amount outstanding.	Interest.	
				Amount accrued during year.	Amount paid during year.
Mortgage bonds, page 19.....	\$ 18,583,000 00	\$ 18,583,000 00	\$ 17,642,000 00	\$ 982,181 67	\$ 985,170 00
Miscellaneous obligations, page 21.....	5,182,000 00	5,182,000 00	5,182,000 00	286,300 00	218,375 00
Income bonds, page 19.....					
Total.....	\$ 23,765,000 00	\$ 23,765,000 00	\$ 22,824,000 00	\$ 1,218,481 67	\$ 1,203,545 00

[NOTE.—Where reference in the above tables is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

*Oregon Railway & Navigation Company, 1892.*

**RECEIVER'S CERTIFICATES.**

[illegible]

**CURRENT ASSETS AND LIABILITIES.**

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1892.	
Cash	\$	Receiver's certificates	\$
Bills receivable	40,800 50	Loans and bills payable	
Due from agents		Audited vouchers and accounts	2,921,738 59
Net trade balances due from other companies		Wages and salaries	
Due from solvent companies and individuals	1,280,216 33	Net trade balances due to other companies	
Other cash assets (excluding materials and supplies)*		Dividends not called for	202,859 40
Balance—Current liabilities	2,168,953 66	Matured interest coupons unpaid (including coupons due July 1)	364,492 50
Total	\$ 3,490,000 49	Rentals due July 1	910 00
		Miscellaneous	
		Balance—Cash assets	
		Total	\$ 3,490,000 49

• **Materials and supplies on hand, \$390,352.57**

[See general balance sheet, page 49.]



## Oregon Railway &amp; Navigation Company, 1892.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year.				* Total cost to June 30, 1890.	* Total cost to June 30, 1891.	* Cost per mile.
	Included in operating expenses.	Not included in operating expenses.		Charged to income account as permanent improvements.			
		Charged to income account as permanent improvements.	Charged to construction or equipment.				
Construction—	\$	\$	\$	\$	\$	\$	
Right of way.....				250 00			
Other real estate.....				200 00			
Fences.....				168 34			
Grading and bridge and culvert masonry.....							
Bridges and trestles.....				2,097 41			
Rails.....							
Ties.....							
Other superstructures.....							
Buildings, furniture and fixtures.....				4,470 40			
Shop machinery and tools.....				509 64			
Engineering expenses.....							
Interest during construction.....							
Discount on securities sold for construction.....				12,981 38			
Telegraph line.....							
Wharfing, etc.....							
Sidings and yard extensions.....				1,667 30			
Terminal facilities and elevators.....							
Road built by contract.....							
Purchase of constructed road.....							
Other items.....				150 00			
Total construction.....				\$ 18,809 90			
Equipment—				\$ 147,078 46			
Locomotives.....							
Passenger cars.....							
Sleeping, parlor and dining cars.....							
Baggage, express, and postal cars.....							
Combination cars.....							
Freight cars.....				18,188 32			
Other cars of all classes.....							
Floating equipment.....							
Total equipment.....				\$ 160,266 78			
Grand total cost construction, equipment, etc.,				\$ 179,076 68	\$ 36,286,571 65	\$ 36,475,648 23	\$ 56,757 82
† Total cost construction, equipment, etc., State of Oregon.....							

\* Impossible to furnish detail of items in these columns.

† Cannot furnish.

*Oregon Railway & Navigation Company, 1892.*

## INCOME ACCOUNT.

[FOR ROADS NOT MAKING OPERATING REPORTS.]

Income from lease of road.....		\$ 2,622,940 44
Dividends on stocks owned, page 37.....		
Interest on bonds owned, page 39.....	\$ 116,650 00	
Miscellaneous income, less expenses, page 41 .....		
Income from other sources.....		116,650 00
Total income.....		\$ 2,739,590 44
Deficit.....		
Deductions from income—		
Salaries and maintenance of organization.....	\$ 1,587 59	
Interest on funded debt accrued, page 23.....	1,218,481 67	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....	112,720 12	
Total deductions from income.....		1,332,789 38
Net income.....		\$ 1,406,801 06
Deficit.....		
Dividends, 6%, common stock.....	\$ 1,440,000 00	
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		1,440,000 00
Surplus from operations of year ending June 30, 1891.....		
Deficit from operations of year ending June 30, 1891.....		\$ 83,198 94
Surplus on June 30, 1890 (from general balance sheet, 1890 report).....		329,496 43
Deficit on June 30, 1890 (from general balance sheet, 1890 report).....		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1891 (for entry on general balance sheet, p. 51).....		\$ 296,297 49
Deficit on June 30, 1891 (for entry on general balance sheet, p. 49).....		

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]



*Oregon Railway & Navigation Company, 1892.*

## STOCKS OWNED.

<i>Name.</i>	<i>Total par value.</i>	<i>Rate.</i>	<i>Income or dividend received.</i>	<i>* Valuation.</i>
Washington & Idaho Railroad Company.....	\$ 2,308,200 00	-----	\$ -----	\$ 461,640 00
Oregon Railway Extension Company.....	1,000,000 00	-----	-----	200,000 00
Washington Dalles Railroad Company.....	500,000 00	-----	-----	1,500 00
Cascade Railroad Company.....	150,000 00	-----	-----	150,000 00
Walla Walla & Columbia River R. R. Co....	700,000 00	-----	-----	631,350 00
Mill Creek Flume & Manufacturing Co.....	200,000 00	-----	-----	1 00
Columbia & Palouse Railroad Company.....	1,000,000 00	-----	-----	165,750 00
Total.....	\$ 5,858,200 00	-----	-----	\$ 1,610,241 00

## BONDS OWNED.

<i>Name.</i>	<i>Total par value.</i>	<i>Rate.</i>	<i>Income or dividend received.</i>	<i>* Valuation.</i>
Consolidated bonds.....	\$ 712,000 00	5%	\$ 35,600 00	\$ 712,000 00
Collateral trust bonds.....	1,610,000 00	5%	81,050 00	1,636,598 00
Washington & Idaho Railroad Company.....	4,280,000 00	-----	-----	3,711,088 69
Oregon Railway Extensions Company.....	1,511,580 00	-----	-----	1,264,485 31
Willamette Trans. & Locks Company.....	850,000 00	-----	-----	474,045 63
Columbia & Palouse Railroad Company.....	2,829,000 00	-----	-----	2,489,519 00
Total.....	\$ 11,272,580 00	-----	\$ 116,650 00	\$ 10,317,681 63

\* Book account cost.

## Oregon Railway &amp; Navigation Company, 1892.

## COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1891.		June 30, 1892.		Year ending June 30, 1892.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
<i>Assets.</i>					
	\$ 86,286,571 55	{ Cost of road, page 23	\$ 86,475,648 23	\$ 179,076 68	
	1,610,810 00	{ Cost of equipment, page 29	1,610,241 00		
	7,804,849 83	Stocks owned, page 37	10,317,681 63		\$ 99 00
	1,004,522 89	Bonds owned, page 39	2,508,692 00		107,597 05
	437,868 07	Other permanent investments	887,825 84		
	177,219 81	Land owned	637,868 07		
	1,417,131 97	Rental accrued not due	118,038 18	818 37	
		Cash and current assets, page 23	1,321,046 83		96,065 14
		Other assets—			
	390,852 57	Materials and supplies	390,852 57		
	25,865 18	Sinking fund	63,036 28	37,151 10	
		Sundries			
		Profit and loss			
		Grand total	\$ 51,826,838 63	\$ 2,521,956 96	
<i>Liabilities.</i>					
	24,000,000 00	Capital stock, page 17	24,000,000 00		
	30,350,000 00	Funded debt, page 23	22,824,000 00	2,274,000 00	
	3,850,235 11	Current liabilities, page 23	189,764 38		
	108,629 13	Accrued interest on funded debt not yet payable	3,490,000 49		
	10,000 00	Accrued sinking fund not due	134,720 80	26,091 67	
	366,520 00	Income used for sinking fund	10,230 00		
	329,496 43	Profit and loss	1,071,529 85	115,009 85	
		Grand total	296,237 49		33,198 94
	\$ 49,394,881 67		\$ 51,826,838 63	\$ 2,521,956 96	

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Oregon Railway &amp; Navigation Company, 1892.

## IMPORTANT CHANGES DURING THE YEAR.—STATE OF OREGON.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All important physical changes (other than those above referred to). 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All important financial changes (other than those above referred to).

1, 2, 3, 4, 5, and 6, none.

7. Bonds issued during year — Consolidated mortgage ..... \$ 712,000 00  
Collateral trust mortgage ..... 1,682,000 00

Bonds canceled during year — First mortgage ..... \$ 2,844,000 00  
Increase in funded debt ..... 70,000 00

..... \$ 2,274,000 00

## SECURITY FOR FUNDED DEBT—PAGE 23.

Class of bond or obligation.	What road mortgaged.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles.				
First mortgage bonds.	Portland	Huntington	402.67	Not specified.	All.	All.	As specified in mortgage.
	Willows Junction	Heppner	45.34				
	Bolles Junction	Dayton	13.33				
	Starbuck	Pomeroy	30.00				
	Umatilla	Walla	27.49				
	Pendleton	Blue Mountain	28.15				
	Milton	Walla Walla	12.79				
	Walla Walla	La Crosse	81.10				
	All	All					
Consolidated mortgage bonds.				\$ 25,000 00	All.	Subject to 1st m't'g.	As specified in mortgage.
Collateral trust bonds.							

\* Income from underlying bonds mortgaged.

† Washington & Idaho Railroad Company first mortgage bonds, \$4,250,000.00; Oregon Railway Extensions Company first mortgage bonds, \$1,511,500.00.

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Oregon Railway &amp; Navigation Company, 1892.

## MILEAGE.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State or territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
Oregon.	402.67	104.63					507.30		98.81	468.49
Washington.		135.36					135.36		56.01	79.35
Total mileage owned (single track).	402.67	239.99					642.66		94.82	547.84

## CHARACTERISTICS OF ROAD.

Working divisions or branches.		Alignment.		Profile.							
From—	To—	Miles.	Number of curves.	Aggregate length of curved line. (Miles.)	Length of straight line. (Miles.)	Number.	Sum of ascents. (Feet.)	Aggregate length of ascending grades. (Miles.)	Number.	Sum of descents. (Feet.)	Aggregate length of descending grades. (Miles.)
Portland.	Huntington.	402.67	1,281	152.16	250.51	850	7,026	206.67	310	4,967	140.86
Umatilla Junction.	Wallula Junction.	27.12	76	7.23	19.89	26	773	13.95	89	601	12.73
Pendleton Junction.	Blue Mountain.	28.15	43	7.94	20.21	20	230	5.55	16	167	6.91
Alton.	Walla Walla.	12.79	6	1.92	10.87	74	2,635	48.93	40	2,083	31.14
Walla Walla.	La Crosse Junction.	81.10	265	35.29	45.81	23	2,635	48.93	1	8	0.40
Willows Junction.	Heppner.	45.84	65	12.30	33.04	74	2,677	44.94			
Bolles Junction.	Day on.	18.86	27	3.54	9.82	16	452	12.59			
Starbuck.	Pomeroy.	30.00	54	6.90	23.10	73	1,255	26.17			
East Portland.	Albina.	2.13	18	1.11	1.02						
Total.		642.66	1,839	228.39	414.27			381.37			197.58

## Oregon Railway &amp; Navigation Company, 1892.

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. (Feet.)	Minimum length. (Feet.)	Maximum length. (Feet.)	Item.	Number.	Height of lowest above surface of track. (Feet.)
Bridges—					Overhead highway crossings—		
Stone					Bridges	1	19.6
Iron	6	3,590	175	1,235	Conduits	5	20
Wooden	54	6,338	75	474	Trestles	6	
Combination					Total		
Total	60	9,958			Overhead railway crossings—		
Trestles	859	111,556	16	2,860	Bridges	2	18
Tunnels	6	2,581	289	620	Conduits		
					Trestles		
					Total	2	
					Tunnels	6	17.6

GAUGE OF TRACK—Four feet eight and one half inches; 642.66 miles.

## TELEGRAPH.

## A.—OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Operated by this company.			Operated by another company.	
	Miles of line.	Miles of wire.	Miles of wire.	Miles of line.	Miles of wire.
1,200.29			1,200.29		

## B.—OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner.	Name of operating company.
1,279.03		Western Union Telegraph Company	Western Union Telegraph Company.
75.34		Western Union Telegraph Company	Western Union Telegraph Company and Oregon Short Line & Utah Northern Railway Company jointly.
642.66			

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*Oregon Railway & Navigation Company, 1892.*

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**OATH.**

STATE OF MASSACHUSETTS,  
County of Suffolk. } ss.

I, the undersigned, Oliver W. Mink, Comptroller of the Oregon Railway & Navigation Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, or caused the same to be examined, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, excepting always such statements as have been made in accordance with rules prescribed by the Board of Railroad Commissioners of the State of Oregon, the accuracy of which the Company neither admits nor denies.

OLIVER W. MINK,  
Comptroller.

Subscribed and sworn to before me this twelfth day of November, 1892.

FRANK D. BUTRICK,

Notary Public.

[SEAL.]

All communications bearing on this report should be addressed to

OLIVER W. MINK,  
Comptroller Oregon Railway & Navigation Company,  
Boston, Massachusetts.

# REPORT

## OF THE

### SUMPTER VALLEY RAILWAY COMPANY.

*For the year ending June 30, 1892.*

#### HISTORY.

1. Name of common carrier making this report? Sumpter Valley Railway Company.
2. Date of organization? August 15, 1892.
3. Under laws of what government, state, or territory organized? [If more than one, name all; give reference to each statute and all amendments thereof.] State of Oregon.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
5. Date and authority for each consolidation?
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. None.
7. [For companies not making operating reports.] What carrier operates the road of this company? None.

#### ORGANIZATION.

<i>Names of directors.</i>	<i>Postoffice address.</i>	<i>Date of expiration of term.</i>
David Eccles.....	Ogden, Utah.....	January 19, 1898.
C. W. Nibley.....	Logan, Utah.....	
John Stoddard.....	Baker City, Oregon.....	
Frank Davenport.....	Hood River, Oregon.....	
William Eccles.....	Hood River, Oregon.....	

Total number of stockholders at date of last election? Twenty-seven.  
Date of last meeting of stockholders for election of directors? January 19, 1892.  
Give postoffice address of general office. Baker City, Or.  
Give postoffice address of operating office. Baker City, Or.

*Sumpter Valley Railway Company, 1892.*

## OFFICERS.

<i>Title.</i>	<i>Name.</i>	<i>Location of office.</i>
Chairman of the board.....	David Eccles.....	Baker City, Oregon.
President.....	David Eccles.....	
First vice-president.....	C. W. Nibley.....	
Second vice-president.....		
Third vice-president.....		
Secretary.....	Joseph A. West.....	Baker City, Oregon.
Treasurer.....	Joseph A. West.....	Baker City, Oregon.
General solicitor.....		
Attorney or general counsel.....	Hyde & Johns.....	
Comptroller.....		
Assistant comptroller.....		
Auditor.....	Thomas D. Dee.....	Baker City, Oregon.
Assistant auditor.....		
General manager.....	David Eccles.....	Baker City, Oregon.
Assistant general manager.....		
Chief engineer.....		
General superintendent.....	Joseph A. West.....	Baker City, Oregon.
Assistant general superintendent.....	F. M. Shurtliff.....	Baker City, Oregon.
Division superintendent.....		
Division superintendent.....		
Division superintendent.....		
Superintendent of telegraph.....		
Traffic manager.....		
Assistant traffic manager.....		
General freight agent.....	Joseph A. West.....	Baker City, Oregon.
Assistant general freight agent.....		
General passenger agent.....		
Assistant general passenger agent.....		
General ticket agent.....		
Assistant general ticket agent.....		
General baggage agent.....		
Superintendent of express.....		
Land commissioner.....		

## PROPERTY OPERATED.

[FOR ROADS MAKING OPERATING REPORTS.]

In giving roads, observe the following classification and order:

- Railroad line represented by capital stock:
  - Main line.
  - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name of every railroad the operations of which are included in the income account—page 31.

<i>Name.</i>	<i>Terminals.</i>		<i>Miles line for each road named.</i>	<i>Miles of line for each class roads named.</i>
	<i>From—</i>	<i>To—</i>		
Sumpter Valley Railway Company.....	Baker City.....	McEwen.....	25.00	-----

[NOTE.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]



*Sumpter Valley Railway Company, 1892.*

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and out- standing.	Dividends declared during year.	
					Rate.	Amount.
Capital stock, \$20,000— Common.	2,500	\$ 100 00	\$ 250,000 00	\$ 150,000 00		
Preferred						
Total						
Manner of payment for capital stock.	Number of shares issued during year.	Cash realized on amt't issued during year.	Total number of shares issued.	* Total cash real- ized.	Remarks.	
Issued for cash— Common						
Preferred						
Issued for construction— Common	1,500		1,500			
Preferred						
Issued for reorganization— Common						
Preferred						
Issued for —						
Total						

\* Paid for construction.

## Sumpter Valley Railway Company, 1892.

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	When payable.	Interest.	
	Date of issue.	When due.							Amount accrued during year.	Am't paid during year.
First mortgage gold bonds	1891. March 31	20 years.	\$ 150,000 00	\$ 150,000 00	\$ 150,000 00	Paid for construct'n.	6%	Jan 1, July 1 each year.	\$ 9,000 00	\$ 9,000 00
Grand total										

## RECAPITULATION OF FUNDED DEBT.

Class of debt.	Amount issued.		Amount outstanding.		Interest.	
	Amount issued.		Amount outstanding.		Amount accrued during year.	Amount paid during year.
Mortgage bonds, page 19	\$ 150,000 00		\$ 150,000 00		\$ 9,000 00	\$ 9,000 00
Miscellaneous obligations, page 21						
Income bonds, page 19						
Total						

[Note.—Where reference in the above table is made to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER, clerk.]

## Sumpter Valley Railway Company, 1892.

## CURRENT ASSETS AND LIABILITIES.

Cash and current assets available for payment of current liabilities.		Current liabilities accrued to and including June 30, 1892.	
Cash	\$	Receiver's certificates	\$
Bills receivable		Loans and bills payable	35,000 00
Due from agents		Audited vouchers and accounts	
Net traffic balances due from other companies		Wages and salaries	
Due from solvent companies and individuals		Net traffic balances due to other companies	
Other cash assets (excluding materials and supplies)*		Dividends not called for	
Balance—Current liabilities		Matured interest coupons unpaid (including coupons due July 1)	
Total		Rentals due July 1	
		Miscellaneous	
		Balance—Cash assets	
		Total	

\* Materials and supplies on hand, [See general balance sheet, page 49.]

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment.		Amount per mile of road.		Remarks.
		To railroads.	To other properties.	Miles.	Amount.	
Capital stock, page 17	\$ 150,000 00					
Bonds, page 19 (grand total)	150,000 00	150,000 00		25	\$ 6,000 00	
Equipment trust obligations, page 21		150,000 00			6,000 00	
Total						

## Sumpter Valley Railway Company, 1892.

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year.			Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses.	Charged to construction or equipment.			
Construction —						
Right of way						
Other real estate						
Fences						
Grading and bridge and culvery masonry						
Bridges and trestles						
Rails, ties, fixtures and equipment			\$ 73,360 00			
Ties						
Other superstructure						
Building, furniture and fixtures						
Shop machinery and tools						
Engineering expenses						
Interest during construction						
Discount on securities sold for construction						
Telegraph line						
Wharfing, etc						
Sidings and yard extensions						
Terminal facilities and elevators						
Road built by contract			226,500 00			
Purchase of constructed road						
Other items						
Total construction			\$ 299,860 00		\$ 299,860 00	\$ 11,994 40
Equipment —						
Locomotives						
Passenger cars						
Sleeping, parlor and dining cars						
Baggage, express and postal cars						
Combination cars						
Freight cars						
Other cars of all classes						
Floating equipment						
Total equipment						
Grand total cost construction, equipment, etc.						
Total cost construction, equipment, etc., State of Oregon			\$ 299,860 00			

*Sumpter Valley Railway Company, 1892.***\*INCOME ACCOUNT.**

[FOR ROADS MAKING OPERATING REPORTS.]

Gross earnings from operation, page 35.....		
Less operating expenses, page 45.....		
Income from operation.....		
Deficit.....		
Dividends on stocks owned, page 37.....		
Interest on bonds.....		
Miscellaneous income.....		
Income from other sources.....		
Total income.....		
Deficit.....		
Deductions from income—		
Interest on funded debt accrued, page 23.....		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....		
Rents, page 47, A.....		
Taxes.....		
Permanent improvements, page 29.....		
Other deductions.....		
Total deductions from income.....		
Net income.....		
Deficit.....		
Dividends, %, common stock.....		
Dividends, %, preferred stock.....		
Other payments from net income.....		
Total.....		
Surplus from operations of year ending June 30, 1892.....		
Deficit from operations of year ending June 30, 1892.....		
Surplus on June 30, 1891 (from general balance sheet, 1891 report)...		
Deficit on June 30, 1891 (from general balance sheet, 1891 report)...		
Additions for year.....		
Deductions for year.....		
Surplus on June 30, 1892 (for entry on general balance sheet, p. 51)...		
Deficit on June 30, 1892 (for entry on general balance sheet, p. 49)...		

\*Our accounts during the past year have been so mixed with construction and other matters that we cannot give the items in detail which you require.

[NOTE.—Where reference is made in the above table to a page, it directs attention to the page of the blank report which the commission sent to the railroad company.—FRANK J. MILLER clerk.]

*Sumpter Valley Railway Company, 1892.***\* EARNINGS FROM OPERATION—STATE OF OREGON.**

<i>Item.</i>	<i>Total receipts.</i>	<i>Deductions, account of repayments, etc.</i>	<i>Actual earnings.</i>
Passenger—			
Passenger revenue.....			
Less repayments—			
Tickets redeemed.....			
Excess fares refunded.....			
Other repayments.....			
Total deductions.....			
Total passenger revenue.....			
Mail.....			
Express.....			
Extra baggage and storage.....			
Other items.....			
Total passenger earnings.....			
Freight—			
Freight revenue.....			
Less repayments—			
Overcharge to shippers.....			
Other repayments.....			
Total deductions.....			
Total freight revenue.....			
Stock yards.....			
Elevators.....			
Other items.....			
Total freight earnings.....			
Total passenger and freight earnings.....			
Other earnings from operation—			
Car mileage, balance.....			
Switching charges, balance.....			
Telegraph companies.....			
Rents from tracks, yards, and terminals.....			
Rents not otherwise provided for.....			
Other sources.....			
Total other earnings.....			
Total gross earnings from operation, Oregon.....			
Total gross earnings from operation, entire line.....			

\* Our accounts during the past year have been so mixed with construction and other matters that we cannot give in detail the information you require.

*Sumpter Valley Railway Company, 1892.***\* OPERATING EXPENSES.**

[Apportionment between passenger and freight traffic is estimated according to the rule prescribed by the interstate commerce commission.]

<i>Item.</i>	<i>Chargeable to passenger traffic.</i>	<i>Chargeable to freight traffic.</i>	<i>Total.</i>

\* We have been extending our track into Baker City and building spurs into the timber, and all expenses of every nature have been charged up to expense account. We have no means of knowing what the expense of each department under your different headings would amount to.

**EMPLOYÉS AND SALARIES.—STATE OF OREGON.**

<i>Class.</i>	<i>Number.</i>	<i>Total number of days worked</i>	<i>Total yearly compensation.</i>	<i>Average daily com- pensation.</i>
* General officers.....	4			
General office clerks.....				
Station agents.....				
Other station men.....				
Enginemen.....	2		† \$ 900 00	
Firemen.....	2		720 00	
Conductors.....	2		720 00	
Other trainmen.....	2		720 00	
Machinists.....	1		† 1,000 00	
Carpenters.....	2		† 900 00	
Other shopmen.....				
Section foremen.....	18		† 624 00	
Other trackmen.....				
Switchmen, flagmen, and watchmen.....				
Telegraph operators and dispatchers.....				
Employés—account floating equipment.....				
All other employés and laborers.....				
Total (including general officers).....				
Less general officers.....				
Total (excluding general officers).....				
† Distribution of above—				
General administration.....				
Maintenance of way and structures.....				
Maintenance of equipment.....				
Conducting transportation.....				
Total (including general officers).....				
Less general officers.....				
Total (excluding general officers).....				
Total (including general officers) entire line.....				

\* Yearly compensation fixed.

† Each.

‡ Have no means of knowing.

*Sumpter Valley Railway Company, 1892.*

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	Equipped with train brake.		Equipment fitted with automatic coupler.	
			No.	Kind.	No.	Kind.
Locomotives.....		3	3	Air.....		
Passenger.....						
Freight.....						
Switching.....						
Leased.....						
Total locomotives.....						
Cars in passenger service—		1				
First-class passenger cars.....						
Second-class passenger cars.....						
Combination passenger cars.....						
Emigrant sleeping cars.....						
Dining cars.....						
Parlor cars.....						
Sleeping cars.....		1				
Baggage, express, and postal cars.....						
Other cars in passenger service.....						
Total.....		2				
Cars in freight service—		5				
Box cars.....		48				
Flat cars.....						
Stock cars.....						
Coal cars.....						
Tank cars.....						
Refrigerator cars.....						
Other cars.....						
Total.....		55				
Cars in company's service—						
Gravel cars.....						
Derrick cars.....						
Caboose cars.....						
Other road cars.....						
Total.....						
Cars contributed to fast freight line service—						
Total cars owned.....						
Cars leased—						
Grand total cars.....		55				



*Sumpter Valley Railway Company, 1892.*

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in use.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.		Railroad.	
	Main line.	Branches and spurs.								Iron.	Steel.
Miles of single track	25	2					27	4		25	40
Miles of second track											
Miles of third track											
Miles of fourth track											
Miles of yard track and sidings											
Total mileage operated (all tracks)											

## OATH.

STATE OF OREGON, }  
County of Baker. } ss.

We, the undersigned, David Eccles, President, and Joseph A. West, Treasurer of the Sumpter Valley Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

DAVID ECCLES,  
President.  
JOS. A. WEST,  
Treasurer.

Subscribed and sworn to before me this twenty-third day of November, 1892.

W. F. BUTCHER,  
Notary Public for Oregon.

[SEAL.]

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# INSPECTION OF LINES

## FOR 1892.

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## INSPECTION OF LINES FOR 1892.

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The following reports on the condition of lines for 1892 will show what repairs were found necessary and what recommendations were made. Also, in justice to the several companies, it must be said that they have in almost every instance complied with the orders of the Board respecting repairs and renewals; and from reports of work done it is ascertained that for 1892 the Southern Pacific Company has used in renewals and repairs of bridges 6,392,300 feet (bridge measurement) of lumber; have driven 70,325 lineal feet of piling, and have used in filling bridges, 122,660 cubic yards of earth. The Union Pacific has used 2,300,000 feet (bridge measurement) of lumber; have driven 32,712 lineal feet of piling; have put 120,000 new ties in their track, and have filled 11,674 lineal feet of bridges with earth. The Northern Pacific has renewed 3,275 lineal feet of bridge work, and has filled 15,676 lineal feet of trestle work with earth, which work, with additional repairs as recommended in the last semi-annual inspection for 1892, will leave their roads in good condition.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, April 28, 1892. }

*Mr. Wm. M. Hoag, General Manager O. P. R. R. Co., Corvallis, Oregon—*

DEAR SIR: I am directed to inform you that the Board of Railroad Commissioners of the State of Oregon have inspected bridge No. 150, being the east approach to the bridge across the Willamette river on the line of the Oregon Pacific Railroad, in the city of Albany, and are of the opinion that the same is in an unsafe condition. The sills and the foot of the posts in the framebents of this structure are so badly decayed as to render the same unsafe; the sills and posts have crushed so as to throw the track out of line, surface, and elevation.

The sills and the foot of the posts composing the pier under the east end of the east span to bridge No. 149, being the three Howe truss spans over the Willamette river, are so badly decayed as to necessitate immediate repairs.

You are hereby notified to repair both the pier and bridge No. 150, mentioned above, within ten days from the date of this notice, and put them in a good and secure condition, by putting in new bents or by cutting off the posts of the present bents and putting in new sills and foundations.

By order of Board.

Yours truly,

FRANK J. MILLER,  
Clerk of the Board.

*Inspection of Lines for 1892.*

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 27, 1892.

*Mr. R. Koehler, Manager S. P. R. R. Co., Portland, Oregon—*

DEAR SIR: In accordance with the laws of Oregon, this Board, during the month of April, made its first semi-annual inspection of the lines of the Southern Pacific Company in this State for the year 1892, and beg to submit the following report:

Starting at Ashland on the morning of April 12th, the inspection of the main line was completed to Portland on the evening of April 17, 1892.

The south approach to the bridge across Rogue river at Gold Hill should be repaired by putting in a number of new bents, or the same should be filled as contemplated.

No. 469 E—Should be renewed entire.

No. 477 A—Requires two new bents.

No. 477 C—We note is being rebuilt.

No. 478 J—The old bents in the center should be renewed.

No. 482 C—Should be rebuilt or filled.

No. 482 D—Should be rebuilt or filled.

No. 491 G—Requires one new sill in the center, lower deck.

No. 493 D—Should be rebuilt or filled in the near future.

No. 494 A—Requires eight new bents, timber old and rotten.

No. 505 A—Should be renewed.

No. 505 G—Should be renewed.

No. 506 A—Should be renewed.

No. 506 B—Should be rebuilt; posts rotten at the foot; sills bad; all timber old except a few new bents at each end.

No. 535 D—Is in bad condition and should be rebuilt at once.

No. 533 F—Should be rebuilt at once.

No. 544 A—Pile bents in this bridge are badly decayed and require renewal at no distant day.

No. 548 G—Requires 3 new bents; old top work should be renewed soon.

No. 553 B—The approaches to this bridge require new ties, stringers and guard rail.

No. 555 I—Will have to be rebuilt before long.

No. 573 A—A new bridge is required.

No. 575 B—One new bent is required.

No. 576 C—Requires a new bridge.

No. 573 C—Needs 3 new bents and new ties.

No. 583 D—A new bridge is required.

No. 586 B—Needs a new bridge; piles badly decayed.

No. 589 C—Needs new bents.

No. 598 D—Requires 5 new bents in center.

No. 599 A—This bridge should be rebuilt soon.

No. 601 A—Should be rebuilt or filled.

No. 601 H—Requires a new bridge.

No. 602 C—Needs 5 new bents.

No. 602 H—This structure should be renewed.

No. 604 C—We note this bridge is being rebuilt.

No. 505 C—Requires a new culvert.

No. 606 G—Should be renewed soon.

No. 607 A—Requires a new culvert.

No. 607 E—Requires a new bridge.

No. 611 G—Requires a new bridge.

No. 612 B—This bridge should be rebuilt; the span is old and the timbers light.

*Inspection of Lines for 1892.*

- No. 613 B—Needs a new span.  
 No. 615 B—Needs a new span.  
 No. 620 B—This bridge is old and very much decayed, it is about 280 feet long and 40 feet high and built on about an 8-degree curve; the posts and sills are rotten and the entire structure should be renewed at once.  
 No. 620 E—Is old and shows marked signs of decay; this bridge is very similar to No. 620 B, and should be renewed.  
 No. 620 I—We note is being rebuilt.  
 No. 621 D—Is old and needs a thorough overhauling.  
 No. 621 G—Needs new ties and guard rail.  
 No. 622 A—Should be rebuilt soon.  
 No. 622 F—Piles in bents getting decayed and will require renewal soon.  
 No. 628 F—Requires a new span.  
 Nos. 632 E, 632 F, 633 B, and 633 D—Require new culverts.  
 No. 634 A—Needs a new bridge.  
 Nos. 634 C, 634 E, 634 F, and 636 A—Require new culverts.  
 No. 650 C—Requires one new bent.  
 No. 662 A—Requires new stringers, ties, and guard rail.  
 Nos. 662 C, 662 D, 663 A, and 663 F—There is new timber on the ground to renew these last four mentioned structures, but they are not so badly out of repair as to require renewal just at present, and we are of the opinion that the labor and material necessary for this work could be used to better advantage elsewhere.  
 No. 667 C—We note new timber on the ground for this bridge.  
 No. 670 C—Requires a new bridge; timber now delivered.  
 No. 677 D—Requires a new culvert; timber now delivered.  
 Nos. 678 A and 678 B—Require new culverts.  
 Nos. 689 D and 690 A—Have piles driven for new bridges, and should be completed.  
 No. 724 A—Should be filled or renewed.  
 Nos. 746 D and 747 A—Mollala bridge, is much out of surface and should be fixed.  
 Nos. 757 C, 757 D, 757 E, and 757 F—Should be renewed.
- All of the hewed timber in the structures between West Fork and Riddles is old and decayed, and should be removed at once and new timber substituted therefor. We feel warranted in renewing our request that all old guardrails of the 3x6 pattern should be replaced with new timber at least 5x8, and that the ties on all structures should be spaced not more than sixteen inches from center to center, and that the old style of bridge work be changed as rapidly as possible to the new standard with 16-foot openings.
- We note many improvements in the bridges since our first inspection in 1891, many renewals and repairs have been made all along the line, and a large number of structures are in process of renewal, and much new bridge timber is distributed along the road for the purpose of improvements. We think your force of bridge men in Pass Creek canyon should be increased so as to insure the early repairs and renewals which urgently demand speedy attention.
- A great deal of the track north of Dillard Station is very rough and out of surface, requiring more ballast under the ties and a more vigorous policy in the renewal of ties.
- We would recommend that your track men be furnished with more ties and ballast, and that they be required to put the same under the track as soon as possible, for in its present rough condition it is not only unpleasant riding in the cars, but the wear and tear on motive power and rolling stock must be excessive. We regret that the track is not in as smooth a condition as the traffic would seem to warrant.
- The switch at the Gravel Pit south of Canby stands about 100 feet from the river bank. This switch is of the common stub-switch pattern and easily

*Inspection of Lines for 1892.*

tampered with. The sidetrack terminating so near the high river bank, we recommend that a standard splitswitch be put in here. We also, for the same reason, recommend the same kind of a switch at the spur south of New Era, and at all other dangerous points of like character.

We would advise that all new switches be of the splitswitch kind, and that switchlights be used on all switchstands on the main line at stations where agents are kept.

We also renew our former recommendations regarding the necessity for whistling posts at stations, wagon-road and railroad crossings, and the need for additional railbraces on sharp curves.

## WEST SIDE DIVISION.

This division, between Corvallis and Portland, was inspected on April 19 and 20, 1892.

Bridges No. 154 and 156—Require one new cap each.

No. 146—One new sill.

Nos. 124, 133, 132, 131, 130, 129, 124 and 115—Should be rebuilt.

No. 113—Requires new guardrail and more ties.

Nos. 106 and 104—Require new stringers, ties and guardrail.

No. 98—Requires new guardrail and more ties.

Nos. 97, 95, 89 and 85—Require new ties, stringers, and guardrails.

No. 83—Should be renewed.

No. 82—New posts in several bents required.

No. 81—Requires a new span.

Nos. 79 and 76—Require new stringers, ties and guardrail.

No. 75—Should be rebuilt.

No. 74—Needs new ties and guardrail.

No. 73—Requires a new culvert.

No. 70—Requires more ties and a new guardrail.

No. 69—Requires new stringers, ties and guardrail.

No. 68—Requires a new span.

Nos. 66, 61 and 60—Should be renewed or filled.

No. 55 needs to be rebuilt—We note new piles are driven.

No. 50—We note is being rebuilt.

No. 40—Requires a new bridge.

No. 39—Requires new stringers, ties and guard rail.

Nos. 37, 35 and 34—Should be rebuilt.

Nos. 30, 29, 27, 22 and 21—Require new stringers, ties and guardrail.

No. 20—Should be rebuilt.

Nos. 16 and 11 require new stringers, ties and guard-rail.

No. 9 requires new ties.

No. 8 should be renewed.

Nos. 7 and 3 require new stringers, ties and guardrail.

We would recommend that a more vigorous policy be enforced on this division in the renewal of bridges, and that many of the openings now spanned by trestle work be filled. A good portion of the bridge work that was built on this line 12 and 13 years ago is still in use. We note many bad ties in the track, particularly between McMinnville and Portland. We would advise that these bad ties be replaced with good sound ones at an early day and that more ballast be put in the track.

## LEBANON BRANCH.

The line between Albany and Lebanon was inspected on April 19, 1892, and found to be in a fair condition, except the track is somewhat out of surface and many rotten ties were noticed. These rotten ties should be replaced by good ones soon.

*Inspection of Lines for 1892.*

## WOODBURN-SPRINGFIELD BRANCH.

This line was inspected April 19, 1892, and found to be in the following condition:—

Bridge No. 160, across Pudding river, needs new stringers in both the east and west approaches, except one new stringer under each rail now in place; also one new bent at the east end of the span. The rails are only spiked at every third and fourth tie. They should be spiked at each tie. The approaches to this bridge were constructed for narrow-gauge service. The bents contain only three piles in each, and these are mostly small.

No. 156 requires a new bent in the center.

Nos. 154 and 134 should be renewed.

No. 121 requires new bents and stringers.

No. 115, Crabtree Creek bridge, should be rebuilt; the span is old and not built for standard gauge service. Three post bents are also objectionable on account of the heavier traffic.

No. 98 requires one new bent.

We note that this line is being laid with heavy steel and that the work of relaying has proceeded as far as Silverton. We regard the track between Silverton and Coburg unsafe for fast service. For a considerable distance south of Silverton we note that nearly every joint on one rail or the other has one or both fishplates broken. Your regular mixed train carrying passengers and freight passed us running at a speed of at least 25 miles per hour over this track where broken joints would average three out of five. Such reckless running is unwarranted and highly dangerous to employes and the traveling public. The time of trains on this portion of the line not laid with new steel should be rigorously held down to 12 miles per hour, as recommended in our last report. The work of relaying this new rail should be pushed with more vigor as the track for a long distance south of Silverton is totally unsafe for trains at a greater speed than that named above.

## OREGONIAN RAILWAY, NARROW GAUGE DIVISION.

This line between Dundee and Airlie, including the Sheridan Branch, was inspected on April 21, 1892. We note that the bridge across the Yamhill river at Lafayette is in process of renewal.

Bridge No. 33 should be rebuilt or filled at once.

No. 32 has been filled since our last inspection.

The Luckimutte bridge requires a new span; the old one is on false work and in bad shape. Piles have been driven for new piers for this structure.

This line is badly in need of ballast, and more attention should be given to lining, surfacing, elevating, and gauging the track.

By order of the Board.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, )  
SALEM, OREGON, May 27, 1892. )

*Mr. A. N. Towne, General Manager S. P. Co., San Francisco, Cal.—*

DEAR SIR: In compliance with the laws of the State of Oregon, this Board, on April 11, 1892, made an inspection of the line of the Southern Pacific Company between Ashland and the State line, and beg to submit the following report:

The structures are in good repair with the exception of some of the sills which are getting soft and will need to be replaced in the near future. Many



*Inspection of Lines for 1892.*

new timbers are also required in tunnels 13, 14, 15, and 16. These tunnels are, however, in good shape.

We would advise the discontinuance of pine timber in bridge and tunnel work and the substitution of fir and redwood.

The track is in good line, surface, gauge, and elevation, and with the above repairs the road will be in excellent condition.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 27, 1892.

*Mr. R. Koehler, Receiver P. & W. V. Ry. Co., Portland, Oregon—*

DEAR SIR: This Board, on April 21, 1892, made its first semi-annual inspection of the Portland & Willamette Valley Railway, for the year 1892, and beg to report having found the same in good condition and repair, except that the track is slightly out of surface owing to rotten ties. The hewed ties are getting old and rotten and should be replaced with new and sound timber.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 27, 1892.

*Mr. Wm. M. Hoag, General Manager O. P. R. Co., Corvallis, Oregon—*

DEAR SIR: In accordance with law, this Board, on April 25, 26 and 27, 1892, made its first semi-annual inspection of the line of the Oregon Pacific Railroad for the year 1892, and beg to submit the following report:—

The roadbed, track, and structures east of Albany are in first-class condition.

Bridges No. 149 and 150, the Willamette river bridge at Albany, have been made the subject of a special report of date April 28, 1892.

Bridge No. 148—Has one broken stringer which should be removed; track is out of line, surface and elevation.

No. 132—Is out of line, surface and elevation.

No. 120—Requires three new sills and two new stringers.

No. 110—Requires three new stringers.

No. 100—Requires three new sills.

No. 98—The south approach should be rebuilt.

No. 95—Needs two new bents.

No. 94—Needs 15 new sills.

No. 92—Requires one new sill.

Nos. 68 and 69—Should be rebuilt.

No. 67—Requires new bents.

No. 62—Requires three new sills.

No. 61—Requires seven new bents in the lower deck.

No. 60—Requires twelve halfsills.

No. 59—Requires four sills.

No. 58—Requires one new sill.

No. 57—Requires four new sills and one new bent.

No. 54—Requires four new sills.

No. 46—Requires one new sill.

No. 42—Requires four new sills and one new bent.

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No. 32—Requires one new sill.

No. 27—Requires one new sill.

No. 24—Requires two new caps and one new sill.

No. 22—Requires five new bents.

No. 21—Requires two new bents.

A number of minor repairs, such as new ties and stringers here and there, and the removal of a bad pile or post in a bent, are required which are not enumerated here.

The track between Corvallis and Yaquina is rough in places and requires many new ties and more ballast in the track to keep it in good repair. We noticed several places where the ties were broken off under the rail and would recommend that your roadmaster be instructed to replace all bad ties with good ones at no distant day.

With the above repairs, we believe your line will be in a first-class condition for the traffic now passing over it.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 27, 1892.

*Mr. W. D. Tyler, Receiver O. & W. T. R. R., Walla Walla, Wash —*

DEAR SIR: In accordance with law, the Board of Railroad Commissioners of the State of Oregon, on May 16, 1892, made an inspection of the Oregon & Washington Territory Railroad, from Pendleton north to the State Line, including the Athena Branch, and beg to report that we found the same in first-class condition in every particular.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 27, 1892.

*Mr. F. A. Patterson, Manager Ind. & Mon. Ry., Independence, Or. —*

DEAR SIR: In accordance with law, this Board on April 19, 1892, made an inspection of the Independence & Monmouth Railway, and beg to report having found the same in safe condition for traffic.

The track lacks ballast and is rough and out of surface in places.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, May 26, 1892.

*Mr. W. B. Honeyman, Pres. R. R. V. Ry., Portland, Oregon —*

DEAR SIR: In accordance with law, this Board, on April 12, 1892, made an inspection of the Rogue River Valley Railway, running between Medford and Jacksonville, Oregon, and beg to report that they found the same in fair condition.

By order of the Board.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.

*Inspection of Lines for 1892.*

OFFICE OF THE RAILROAD COMMISSION, )  
SALEM, OREGON, June 1, 1892. }

*Mr. E. McNeil, Gen'l Supt. U. P. R. R. Co., Portland, Oregon—*

DEAR SIR: During the month of May the Board of Railroad Commissioners of the State of Oregon, in accordance with law, made its first semi-annual inspection of the rail lines of the Union Pacific system in this State for the year 1892, and beg to submit the following report on the condition of the same:

## MAIN LINE.

- Bridge No. 9—Requires two new bents.
- No. 17—Should have new ties, stringers, and guardrail.
- Nos. 22, 26, and 27—Require new stringers, ties and guardrail.
- No. 31—Needs two new bents and several new stringers.
- No. 36—Requires three new bents and three new sills.
- No. 37—Requires one new sill.
- No. 38—Requires two new bents.
- No. 39—Requires two new sills.
- No. 41—Should have new stringers, ties, and guardrail.
- No. 42—Requires new stringers.
- No. 43—Requires new stringers, ties and guardrail.
- No. 58—Requires one new bent.
- No. 60—Requires one new sill.
- No. 62—Requires two new sills.
- No. 113—Needs eight new sills and new ties and guardrail on the east end.
- No. 115—Needs one new sill.
- No. 125—Requires three new sills.
- No. 126—Ought to have new stringers, ties, and guardrail.
- No. 127—Is out of surface, ties old and too far apart.
- No. 129—Requires one new sill at the west end.
- No. 130—Requires four new sills.
- No. 134—Has one broken stringer and one bad sill.
- No. 141—Requires one new sill.
- No. 142—Requires two new sills.
- No. 150—Requires three new sills.
- No. 156—Requires six new sills; the pile bents should be replaced by frame bents, as the piles are getting decayed.
- No. 157—Requires new ties and guardrail.
- No. 161—Needs new ties.
- No. 162—Needs two new sills; foundation piles getting rotten, and require some attention.
- No. 173—Should be rebuilt.

## UMATILLA TO HUNTINGTON.

- No. 11—Needs new bents; piles rotten.
- No. 14—Requires one new bent at the east end.
- No. 17—Requires one new sill.
- No. 19—Needs overhauling.
- No. 20—Requires one new bent; piles getting rotten.
- No. 24—Requires new bents.
- No. 30—Requires three new bents, east end; has one broken stringer in east approach.
- Nos. 38 and 39—Require new ties.
- No. 47—Needs to be rebuilt.
- No. 49—Requires new ties and guardrail.

*Inspection of Lines for 1892.*

- No. 53—Should be rebuilt.
- No. 56—Ought to have a general overhauling.
- No. 57—Should be rebuilt.
- No. 61—Requires new ties.
- No. 75—Should be rebuilt.
- No. 76—Requires new ties.
- No. 78—Should be renewed.
- Nos. 79 and 80—Require new ties.
- No. 82—Should be rebuilt.
- No. 89—Needs one new bent and three new stringers; the east end of this bridge should be filled.
- No. 95—Requires new pile bents; part of this bridge should be filled.
- No. 96—Requires new pile bents, ties, and guardrail; part of this bridge should be filled.
- No. 97—This opening should be filled; no bridge required.
- No. 98—Should be filled; no bridge required.
- No. 99—Requires new pile bents; part of this bridge should be filled.
- No. 100—Should be renewed or filled.
- No. 101—Requires new pile bents; part of this bridge should be filled.
- No. 102—Requires new pile bents; part of this structure should be filled.
- No. 103—Should be rebuilt or filled.
- No. 105—Requires new pile bents.
- No. 106—The west approach to this bridge should have new pile bents.
- No. 121—Requires one new stringer.
- No. 135—Requires one new sill and foundation.
- No. 155—Requires one new sill.
- No. 159—Requires one new floor beam on the span.
- Nos. 163 and 169—Require one new sill each.
- Nos. 188 and 189—Require 2 new sills each.
- No. 197—Requires one new sill.
- No. 198—Requires one new stringer and one new bent.
- No. 214—Requires new pile bents.
- No. 220—Requires two new caps.
- No. 226—Requires one new cap.
- No. 231—Requires new pile bents.
- No. 234—Requires new pile bents.
- No. 242—Requires one new bent.
- No. 246—Requires two new sills.
- Nos. 271 and 318—Require one new sill each.
- No. 321—Requires one new bent.
- No. 322—Requires one new sill.
- No. 324—Requires two new bents.
- No. 325—Requires one new bent.
- No. 331—Requires two new bents.
- No. 336—Requires one new bent.
- No. 345—Requires one new bent.
- No. 347—Requires one new stringer.
- No. 355—Requires a new sill at the east end.
- No. 358—Requires one new stringer.

We feel warranted in renewing our former recommendation, that all of the old pattern of guard rail be replaced with new timber not less than 5x8, and that the ties on all structures be placed not farther than 16 inches from center to center; and that the old style of bridge work be changed as rapidly as possible to the new standard with 16-foot openings.

We notice many improvements in the bridges since our first inspection in 1891, many removals and repairs having been made and a number of openings

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filled. Where it is possible to do so, we would advise that the openings now spanned by trestle work be filled.

There is considerable bad shimming and blocking up in the repairing of bridges, and especially under the stringers. Where this kind of work is necessary none but full-sized blocks should be used; blocking and shimming should be done away with as far as possible.

Bulkheads should be built at the ends of all bridges so as to prevent the dirt from working out from in under the ties and causing the dumps to get out of surface.

We also feel warranted in repeating our former demands for a more vigorous policy in the renewal of ties. The fast passenger service, and the large amount of freight business done on this line, and the heavy motive power used, demand that the track be kept in first-class surface, line, gauge, and elevation. Unless plenty of good ballast and sound ties are used this cannot be done. We noticed many places where the rails were becoming so surface bent that unless speedily attended to they will be seriously damaged. Between Portland and Bonneville the track is very rough and many rotten and utterly worthless ties are in the track. On the east side of the Blue mountains, between Kamela and Hilgard, we found many rotten ties. There is also much bad track between Union and Talocaset; and on the first section west of Huntington quite a number of broken joints were found caused by rotten ties and bad surface. We could find no reasonable excuse for the excessive bad condition of track in some places, and the large number of rotten ties. Many of the ties are so rotten that they are broken off under the rail, affording no support whatever. Unless speedy attention is given to this bad track, serious results are liable to occur. We realize the disadvantages under which your section-men are laboring, caused by snow, rain and general bad weather, but we are of the opinion that had the roadbed been properly drained, and the cuts cleaned out, and new ties substituted for rotten ones before the bad weather set in, road would not be in its present condition. More attention should be given to draining, ditching, and keeping the cuts clear.

We also deem it of prime importance that all fish-plates be eliminated from the track and double angle-bars be used instead. We would recommend that your trackmen be furnished with more ties and ballast, and that they be required to put the same under the track as soon as possible, for in its present condition it is not only unpleasant riding in the cars, but the wear and tear on motive power and rolling stock must be excessive.

The Heppner Branch, the Pendleton & Walla Walla Division, the Elgin Branch, and the line between Wallula and Umatilla were all found in first-class condition. The ties and bridges were sound and in good repair, the line and surface of the track was good, and the entire roadbed in fine shape.

By order of the Board.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, Oregon, June 1, 1892. }

*Mr. W. H. Bancroft, Genl. Supt. U. P. Co., Omaha, Nebraska—*

DEAR SIR: In accordance with the laws of Oregon, the Board of Railroad Commissioners of this State, on May 11, 1892, made their first semi-annual inspection for the year 1892 of that portion of the Idaho Division of the Union Pacific Railway within the borders of this State, and beg to submit the following report of the condition of the same:—

*Inspection of Lines for 1892.*

Bridge No. 328—Some of the broken angle-blocks have been removed from this bridge, but not all of them; there still remains a number which should be taken out.

No. 332 has one broken cap which should be removed.

No. 333 has piles driven for new bents; these should be capped and the stringers put on them.

No. 334—Piles are driven for new bents to the approaches of this bridge; they should be capped and the stringers put on them at once as the piles in the old bents are getting very rotten. Some of the broken angle-blocks have been removed from this bridge, but there yet remains a number which should be taken out.

No. 380 is in process of renewal.

The track is in good line and surface and in first-class condition generally.

By order of the Board.

Respectfully submitted,

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, )  
SALEM, OREGON, November 16, 1892. ,

*Mr. R. Koehler, Manager S. P. Co., Portland, Oregon—*

DEAR SIR: In accordance with the provisions of section 7 of an act passed at the sixteenth regular session of the legislative assembly of the State of Oregon, this Board, during the month of October, made its second semi-annual inspection for the year 1892, of the Southern Pacific Company's lines in Oregon, and beg to submit the following report on the condition of the same:—

Bridge No. 491 G—Should be rebuilt.

No. 493 A—Should be rebuilt.

No. 494 A—Should be rebuilt.

No. 494 B—Should be thoroughly overhauled and repaired.

A new bridge is in process of construction across Brimstone creek, a new bridge has been erected over Grave creek, and a new span has been built at the old number of 1148.

Nos. 504 C and 504 D —A number of new ties and guardrails are required.

Nos. 505 D, 505 E, 505 A, and 506 A have been renewed.

No. 506 B—A new span required.

No. 506 D—New stringers and ties required.

No. 531 B—New ties and guardrail needed.

No. 541 A, and 544 A—Piles are driven for new bents, and we recommend the completion of this work at an early day.

Many new ties have been placed in position between Riddles and Myrtle creek.

No. 555 B—Should be rebuilt.

No. 573 A—Should be rebuilt.

No. 575 B—A general overhauling and some renewals are needed.

There are many bad ties in the track between bridges 575 and 576, and the track is badly out of line and surface.

No. 575 D—A new bridge is required.

No. 576 C—A new bridge is required.

No. 578 C—Should be renewed.

No. 579 C—A new deck required.

No. 579 H—More ties and heavier guardrail required.

No. 583 D—A new bridge required.

No. 583 E—New ties and guardrail required.

No. 589 C—New bents required.

*Inspection of Lines for 1892.*

- No. 598 A—Should be overhauled.
- No. 601 A—Should be rebuilt.
- No. 602 C—A number of new bents required.
- No. 606 G—Should be renewed.
- No. 607 A—New culvert required.
- No. 607 E—A new bridge is required.
- No. 612 B—Should be renewed.
- No. 621 G—New ties and guardrail needed.
- No. 622 A—Should be rebuilt.
- No. 626 F—More ties and new guardrail needed.
- No. 634 A—New bridge required.
- No. 650 C—Should have one new bent and a new top.
- No. 683 D—Should have a new top.

We noted many bad ties and much rough track through the Pass creek canyon and think more attention should be given to the renewal of ties and bridge work on this division. We also renew our recommendation that all old guardrails of the 3x6 pattern be replaced with new timber not less than 5x8.

We note that the company has complied with the recommendations of the Board, in its last report, by placing splitswitches at the gravel pit near Canby, and at New Era; also that whistling-posts have been put up at stations, wagon-road, and railroad crossings. Bridges No. 505 D, 505 E, 506 A, 598 D, 600 A, 603 B, 604 A, 604 C, 604 E, 611 G, 613 B, 618 F, 620 J, 621 A, 622 F, 624 C, 625 A, 625 B, 638 A, 639 B, 639 A, 640 E, 646 B, 646 C, 646 D, 649 A, 650 A, 650 B, 650 E, 662 A, 662 B, 662 C, 662 D, 663 E, 663 F, and 664 A have been renewed or filled.

## WOODBURN-SPRINGFIELD BRANCH.

The track on this road has been converted into a standard guage, laid with 62-pound steel, and it is in excellent condition.

The following bridges require repairs: No. 775 E the approaches have been made new since the last inspection, but the old span still remains; it is too light for the traffic, and should be replaced with a new and stronger bridge.

- No. 775 F—Needs a new top.
- No. 778 C—The ties are too far apart and the guardrail is entirely too light.
- No. 778 G—Is badly out of line and surface.

## WESTSIDE DIVISION.

Many repairs and renewals have been made on this line since our last inspection, and timber has been distributed for further repairs.

Bridge No. 56 B—One new sill is required.

We renew the former recommendations of the Board with respect to repairs of Nos. 52 G, 45 A, 44 F, 44 E, 44 C, 44 B, 39 B, 37 A, 36 H, 35 H, 32 A, 31 F, 31 D, 31 C, 30 D, 29 F, and 29 B.

Nos. 29 A and 28 F have new bents, but the old superstructure is still in use; this should be removed and new top work put on.

Nos. 28 C, 28 A, 27 C, 27 A, 26 E, 26 B, 26 A, 25 B, and 24 F—More ties and new guardrail needed.

No. 15 A—A new top is needed.

No. 14 T—A new bridge is required.

Nos. 13 B, 12 C, 10 C, 9 B, 8 C, 7 D, and 7 C require new decks; immediate attention should be given to this work.

Nos. 5 H and 5 G need new decks.

*Inspection of Lines for 1892.*

New 62-pound steel rail is being placed in the track between Cornelius and Hillsboro, and we would recommend that similar steel be substituted for for the old iron now in use between Hillsboro and Portland.

## LEBANON BRANCH.

The track on this line is in fair condition, but we would advise that the light, narrow-gauge iron in use between Lebanon Junction and Lebanon be replaced with iron or steel to correspond in weight with that recently laid between Lebanon Junction and Albany Junction.

## PORTLAND &amp; WILLAMETTE VALLEY.

This line from Portland to Dundee was found in first-class condition.

## OREGONIAN RAILWAY.

This line between Dundee and Airlie, including the Sheridan Branch, was found to be in fair condition. Bridges No. 17 C, 18 G, 19 C, 19 E, and 19 F, are in need of slight repairs.

A great change has been made in the bridges and track, quite a number of bridges have been filled, and large numbers of ties have been put in the track. By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, November 16, 1892. }

*Mr. A. N. Towne, General Manager S. P. Co., San Francisco, Cal.—*

DEAR SIR: In accordance with the provisions of section 7 of an act passed at the 16th regular session of the legislative assembly of the State of Oregon, on the tenth day of October, 1892, this Board made its second semi-annual inspection, for this year, of the Shasta Division of the Southern Pacific Company's lines within the State of Oregon. Commencing at Coles Station, the inspection was completed to Ashland on the evening of the day above mentioned; and they beg to report as follows:—

We note that substantial repairs have been made to bridges No. 412 F and No. 419 J, as recommended in our former report; we also note with pleasure the repairs that are being made to tunnels Nos. 13, 14, and 15.

Bridge No. 411 D requires four new sills and some new posts.

Otherwise we found the road in very good repair.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, November 16, 1892. }

*Mr. R. W. Baxter, Genl. Supt. U. P. Ry., Portland, Oregon—*

DEAR SIR: By virtue of an act passed at the last regular session of the legislative assembly of the State of Oregon, the Board of Railroad Commissioners are required to make a semi-annual inspection of all the railroads in the State and report to the managers thereof the condition of the same. In accordance with the provisions of this act, this Board has made an inspection of the Union Pacific main line and its branches between Huntington and Portland, and beg to submit the following report:—



*Inspection of Lines for 1892.*

## PORTLAND TO UMATILLA.

Bridge No. 36—Three new bents and three new sills required.  
No. 37—One new sill required.  
No. 38—Two new bents required.  
No. 39—Two new sills required.  
No. 150—Three new sills required.

## UMATILLA TO HUNTINGTON.

Bridge No. 11—New bents needed.  
No. 79—One new bent needed.  
No. 134—New ties needed.  
No. 135—Should be filled.  
No. 138—Should be filled.  
No. 165—New ties needed.  
No. 166—New ties needed.

## PENDLETON TO WALLA WALLA.

Bridge No. 28—Some slight repairs are required at the east end.  
No. 33—Out of surface at both ends.  
Otherwise this branch is in good condition.

## ELGIN BRANCH.

The track between Elgin and La Grande is in bad line, surface, and elevation, and should be put in good condition at once for winter service.

The Heppner Branch and the line between Umatilla and Wallula was found to be in first-class condition.

The bridges generally are in first-class shape, and we note that the company has carried out, in a great measure, the recommendations of the Board, made in its last semi-annual report, in the matter of repairing, filling, and building new bridges.

We found the track in good line, surface, gauge, and elevation, and in a very much better state of repair than upon our last inspection. We are pleased to see so many new ties in the track, and also the large amount of ballast that has been put under the track during the past season. The manner and the amount of work done during the summer just passed will add materially to the safety, convenience, and comfort of the company's employes and the traveling public. The new station at Hilgard and the repairing, painting, and additions to other stations along the line, add much to the appearance of the road, besides affording improved facilities for the transaction of business.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION,  
SALEM, OREGON, November 16, 1892.

*Mr. W. H. Buncroft, General Superintendent U. P. R. Ry. Co., Omaha, Nebraska—*

DEAR SIR: In accordance with the laws of Oregon, the Board of Railroad Commissioners of this State, on November 4, 1892, made their semi-annual inspection for this year of that portion of the Idaho Division of the Union Pacific Railway within this State, and beg to submit the following report on the condition of the same:—

*Inspection of Lines for 1892.*

In bridge No. 334 the bottom chord joints are drawn considerably apart, and the structure seems too light for the traffic. We are of the opinion that this bridge should be rebuilt at no distant day.

No. 331—New pile bents are required.

The Board is of the opinion that all of the Howe truss spans are too light for the service required, and that they should be replaced with new and heavier ones. The bridges between Huntington and the first crossing of Snake river are in good shape. The track has had many new ties placed under it, and it is in good line and surface and in fair condition generally.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSIONERS, }  
SALEM, Oregon, November 16, 1892. }

*Mr. Wm. M. Hoag, Genl. Manager O. P. R., Corvallis, Oregon—*

DEAR SIR: Under the provisions of section 7 of the act of 1891 of the legislative assembly of the State of Oregon, it is the duty of this Board to make semi-annual inspections of the structures and roadbed on the several lines of railway in the State, and report to each company what repairs if any are necessary. This Board, in compliance with said section, during the month of October, made its second annual inspection for the year 1892, of the line of the Oregon Pacific Railroad, and beg to submit the following report on the condition of the same:—

Bridge No. 23—Three new bents required.

No. 24—Four new sills at the west end and one new bent at the east end required.

Nos. 67, 68, and 69—Spans are required in these bridges to replace the old work now in use. Your attention has been called to this matter in former reports, and it should receive immediate attention as the work now in use in these bridges is of a temporary character and unfit for longer use.

No. 102—Two new bents required at the east end.

No. 122—New bents required.

No. 148—This is the west approach to the Albany bridge. There are many rotten piles in it which should receive prompt attention.

No. 156—Two new bents required; piles rotten.

No. 158—Two new bents required; piles rotten.

No. 162—Two new bents required; piles rotten.

No. 177—One new bent required.

No. 178—Two new bents required.

No. 182—One new bent required.

No. 187—One new bent required.

No. 192—One new bent required.

The track is in good condition, but will need many new ties and some ballast to put it in good shape for winter service.

By order of the Board.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, November 16, 1892. }

*Mr. C. H. Prescott, Second Vice-President, N. P. R. R. Co., Portland, Oregon—*

DEAR SIR: Under the provisions of section 7 of the act of 1891, it is the

*Inspection of Lines for 1892.*

duty of this Board to make semi-annual inspections of the structures and roadbed on the several lines of railway in the State and report to each company what repairs if any are necessary. The Board, in compliance with said section, has made its second semi-annual inspection for the year 1892 of the line of the Northern Pacific Railroad in Oregon, and beg to submit the following report of the condition of the same :

Bridge No. 167—Ought to have new pile bents.

No. 168—Three or four new bents and three or four new sills required.

No. 170—Ten or twelve new bents and several new caps required.

No. 171—Twelve new pile bents, a number of new caps, and some new sway braces required.

No. 174—Ought to have new bents throughout.

No. 190—Should be renewed.

Much new work has been done on the bridges and a number of them have been filled.

The track was found in good condition with the exception of that portion between Portland and Linton, which requires more ballast.

We trust that the recommendations contained herein will receive your prompt attention.

By order of the Board.

Respectfully submitted.

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, November 16, 1892. }

Mr. Jos. A. West, Secretary and Superintendent S. V. R. Co., Baker City, Oregon—

DEAR SIR: By virtue of an act passed at the sixteenth regular session of the legislative assembly of the State of Oregon, it is made the duty of the Board of Railroad Commissioners of this State to make a semi-annual inspection of all the railroads in Oregon, and report the condition of each road to its managing officer. In accordance with the provisions of said act, this Board, on November 5, 1892, made its first semi-annual inspection of the Sumpter Valley Railway, and beg to submit the following report on the condition of the same :—

The spacing of the ties on the structures is too great. We would advise that the distance be reduced to not more than eight inches between ties in the clear.

A timber guardrail not less than 6x8 should be notched over the ties near the ends and securely spiked thereto.

The track is in bad line, surface, and elevation. This matter should be attended to speedily and the road put in good shape.

By order of the Board.

Respectfully submitted,

F. J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, November 16, 1892. }

Mr. W. D. Tyler, Receiver O. & W. T. R. Co., Walla Walla, Wash.—

DEAR SIR: In accordance with the provisions of section 7 of an act passed at the 16th regular session of the legislature assembly of the State of Oregon, this Board, on November 9, 1892, made its second semi-annual inspec-

*Recommendations and Findings.*

tion for this year of that portion of the Oregon & Washington Territory Railroad in this State, and beg to report that we found the same in fair condition. The track is in good line, surface, and elevation, and all of the structures in good repair.

By order of the Board.

Respectfully submitted.

FRANK J. MILLER,  
Clerk of the Board.

## RECOMMENDATIONS AND FINDINGS.

### DEPOT AT TANGENT.

On September 20, 1892, the citizens of Tangent petitioned the Board for better depot facilities at that station. The following correspondence was had on the subject:—

TANGENT, Oregon, September 20, 1892.

*Hon. Board of Railroad Commissioners—*

GENTLEMEN :— We the undersigned residents of Tangent would respectfully call your attention to the fact that there is no depot building at this station. Tangent is a thriving village of about 300 inhabitants, seven miles south of Albany. It is surrounded by a rich agricultural country, which is thickly settled, and in a high state of cultivation. Owing to having no depot, freight handled at this place is often more or less damaged by being left on the platform exposed to the weather. Passengers to and from here are without a waiting room. The amount of railroad business that is transacted at this station, with the increase that would follow were there suitable accommodations, warrants the erection of a suitable building. Considering these things and also the facts that we have often requested and even petitioned the railroad authorities to erect such a building as will meet the requirements of Tangent and vicinity, and considering again the fact that they have ever turned a deaf ear to our solicitations, we therefore ask that the Railroad Commissioners use their influence and authority in having a suitable depot building erected at this station as soon as possible.

R. E. MOORE.  
J. A. MCGHEE.  
W. W. MCGHEE.  
JAMES BELLINGEN.  
FRANK BROWN.  
G. W. KUTHE, Nurseryman.  
H. W. SETTLEMIER, Nurseryman.  
M. L. FOSTER, Nurseryman.  
L. F. SMITH, Nurseryman.  
J. J. BEARD, Agent S. P. Co.

A. BLEVINS, Warehouse Man.  
W. B. CONRAD, Merchant.  
G. W. V. HOLT, Blacksmith.  
A. B. HIETT, Carpenter.  
I. W. NEWCOMB.  
C. SCOTT, Butcher.  
G. L. SIMPSON, Butcher.  
J. E. OWNBEY, Farmer.  
A. W. MOSES, Teacher.

*Recommendations and Findings.*

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, October 12, 1892.

*Mr. R. Koehler, Manager S. P. Co., Portland, Oregon—*

DEAR SIR: Nineteen of the citizens of Tangent have petitioned this Board, alleging that there are no depot facilities at that place, that they suffer great inconvenience by reason thereof, and stating their inability to secure any satisfactory answer from the company. Please furnish the Board with a statement of the amount of business transacted at that station annually, in both freight and passenger business, and any other facts bearing on the question of a depot there which you may deem pertinent.

By order of the Board.

Yours truly,

F. J. MILLER,  
Clerk of the Board.

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON, }  
PORTLAND, OREGON, November 3, 1892. }

*Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon—*

DEAR SIR: In pursuance of your request, I beg to hand you herewith statements showing the business of Tangent Station, segregated into business during the year 1890-91 and six months of 1892. Please notice that the largest amount of the tonnage consists of carload lots, which do not require a freight house; that the merchandise received and forwarded is very small, and that, omitting the charges for carload lots, consisting chiefly of wheat, oats, cattle, green fruit, lumber, wood, and hay, leaves only very small amounts for charges received for freight in less than carload lots, which represents the tonnage to be handled through a freight house. The business is not growing perceptibly, and we do not see our way clear to put up a station building at once. This matter shall, however, continue to receive our due consideration.

Respectfully yours,

R. KOEHLER,  
Manager.

One enclosure.

## TANGENT.

## FIRST SIX MONTHS OF YEAR 1892.

<i>Freight forwarded—</i>	<i>Tons.</i>	<i>Freight received—</i>	<i>Tons.</i>
* Outfits.....	10 Carloads.	* Outfits.....	10 Carloads.
Merchandise.....	17 Less carloads.	Lumber.....	123 Carloads.
		Merchandise.....	37 Less carloads.
Total.....	27	Total.....	170
Freight charges on freight forwarded.....			\$ 82 35
Freight charges on freight received.....			256 30
Ticket sales.....			533 35

## FOR THE YEAR 1891.

<i>Freight forwarded—</i>	<i>Tons.</i>	<i>Freight received—</i>	<i>Tons.</i>
Wheat.....	1,461 Carloads.	Bags.....	10 Carloads.
Other grain.....	62 Carloads.	Emigrant movables.....	10 Carloads.
Hay.....	196 Carloads.	Ice.....	40 Carloads.
Nursery stock.....	10 Carloads.	Lumber.....	203 Carloads.
* Outfits.....	80 Carloads.	Merchandise.....	78 Less carloads.
Merchandise.....	54 Less carloads.	Total.....	341
Total.....	1,863		
Freight charges on freight forwarded.....			\$ 3,591 00
Freight charges on freight received.....			602 00
Ticket sales.....			1,318 59

\* Outfits consist of well-borers, tools, or tools and material moved for persons from one part of road to another.

*Recommendations and Findings.*

## FOR THE YEAR 1890.

<i>Freight forwarded—</i>	<i>Tons.</i>	<i>Freight received—</i>	<i>Tons.</i>
Wheat.....	2,562 Carloads.	Lumber.....	113 Carloads.
Oats.....	89 Carloads.	Wood.....	11 Carloads.
Cattle.....	202 Carloads.	Merchandise.....	84 Less carloads.
Green fruit.....	14 Carloads.		
Hides.....	2 Less carloads.	Total.....	208
Merchandise.....	54 Less carloads.		
Total.....	2,923		
Freight charges on freight forwarded.....			\$ 5,063 60
Freight charges on freight received.....			440 50
Ticket sales.....			1,162 90

The Board, after a full consideration, made the following finding and recommendations:—

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, November 11, 1892.

*Mr. R. Koehler, Manager S. P. Co., Portland, Oregon—*

DEAR SIR: On the twentieth day of September, 1892, the citizens of Tangent, on the line of your road, petitioned this Board for better depot facilities. Petitioners alleged they had no depot at that station; that passengers had to stand out in the weather and wait for trains; that their goods were exposed to the weather and damaged, and that the business would justify the company in erecting a suitable building; also that your company had refused them any relief. You were asked to furnish a statement of the business transacted at that station for 1890, 1891, and 1892. Your statement is at hand and shows that the company received for freight and passenger service during the year 1890, on business arising at that station, the sum of \$6,667; for 1891, the sum of \$5,511.50. Your statement shows that for passenger service alone your company is receiving about \$1,250 per annum from the citizens of Tangent and vicinity. The Board is of the opinion that the petitioners have just cause for complaint, and that they have a just and lawful right to ask and demand fair treatment at the hands of the company in this matter. We believe that the business done at this station will amply warrant your company in causing a comfortable depot to be established there. It is therefore the order of this Board that you proceed to erect and establish at Tangent, Linn county, Oregon, at some point within the present yard limits of said station, such a depot building, costing not less than \$1,000, as should be sufficient to accommodate the business of said community, and that you commence the said depot on or before December 1, 1892, and that you report to this Board on or before said last-named date what if anything has been done looking to said construction.

(Signed)

G. W. COLVIG,  
ROBERT CLOW,  
Commissioners.

Attest: F. J. MILLER, Clerk.

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON, }  
PORTLAND, OREGON, November 30, 1892. }

*Hon. Board of Railroad Commissioners—*

I beg to acknowledge receipt of your communication of November 11th, by which you ask that we proceed to erect and establish at Tangent, Linn county, at some point within the present yard limits, a depot building costing not less than one thousand dollars, to be sufficient to accommodate the business of said community, with a freight depot, to be commenced on or before

*Recommendations and Findings.*

December 1, 1892, and that I report to your Board on or before the last-named date what, if anything, has been done looking to said construction.

In reply I beg to say that in my recommendations for betterments and additions to be made during the year 1893, I have, among other work, also provided for a good substantial freight and passenger depot building at Tangent, together with the necessary sidetrack, grading, roads, etc. This work will cost about \$3,000, and we think that hardly anything less than this would suitably accommodate the present wants and provide for those of the immediate future. Were we to construct facilities of less extent, we would have to regard the expenditures thus to be compelled to make, as made *a fond perdu*, to which we ought not, in justice, to be subjected. It is intended to take in hand this work at the earliest practicable moment, but before doing so permission has to be obtained from the town council, or the county authorities, to let us occupy a part of what is now known as "East Street," for which the initial steps are now being taken. In explanation I desire to say that this company has abandoned the plan heretofore pursued of putting the station building between main track and warehouse siding as being alike inconvenient to the shippers and the company. Under our new standards, a sidetrack on the opposite side of the warehouse track has to be put in, on which the building is to be erected, giving independent track room for way freight at freight house.

As soon as the preliminary measures are consummated, we will start with the construction.

Respectfully yours,

R. KOEHLER,  
Manager.

OFFICE OF THE RAILROAD COMMISSION, )  
SALEM, OREGON, December 5, 1892. )

*Mr. R. Koehler, Manager Southern Pacific Co., Portland, Oregon—*

DEAR SIR: Your communication of November 30, 1892, in answer to an order of this Board, made on November 11, 1892, requiring the Southern Pacific Company to commence the erection of a depot building at Tangent, Oregon, on or before December 1, 1892, and to report to this Board what, if any thing, had been done looking to said construction, is at hand, and I am instructed to inform you that the Board considers your answer a sufficient compliance with said order; and since you express a willingness to carry out the recommendations therein contained at an early date by commencing the erection of said building, the matter will be dismissed until such time as further action is deemed necessary.

By order of the Board.

Yours truly,

FRANK J. MILLER,  
Clerk of the Board.

OFFICE OF THE RAILROAD COMMISSION, )  
SALEM, OREGON, December 5, 1892. )

*Mr. J. J. Beard and 19 Citizens of Tangent, Tangent, Oregon—*

DEAR SIR AND GENTLEMEN: On the 20th day of September, 1892, you filed a petition with this Board complaining of the S. P. Co. in the matter of depot facilities at your station. After having investigated the matter, the Board found your complaint was sustained by the facts, and that you were entitled to additional station accommodations, and on the 11th day of November, 1892, made an order commanding the said company to commence the erection of a suitable building at said station on or before December 1, 1892,

*Recommendations and Findings.*

and to report to the Board what, if anything, had been done. The Board is in receipt of the enclosed letter from Manager Koehler, which it deems a sufficient compliance with said order for the present time.

By order of the Board.

Yours truly,

FRANK J. MILLER,  
Clerk of the Board.

**MORE BRAKEMEN REQUIRED.**

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, Oregon, August 2, 1892. }

*Mr. R. W. Baxter, Genl. Supt. U. P. Ry. Co., Portland, Oregon—*

DEAR SIR: The attention of this Board has been called to the fact that the Union Pacific Railway Company employs only one conductor and one brakeman on its passenger trains on the mountain divisions between Portland and Huntington.

We feel it our duty to inform you that we do not believe this a sufficient number of men to handle your trains with that degree of safety which the traveling public have a right to require at your hands. We therefore recommend that you carry not less than two brakeman on every regular passenger train going over said portion of your lines.

By order of the Board.

Yours truly,

FRANK J. MILLER,  
Clerk of the Board.

UNION PACIFIC SYSTEM, }  
OFFICE OF GENERAL SUPERINTENDENT, }  
PORTLAND, OREGON, August 8, 1892. }

*Mr. F. J. Miller, Clerk Railroad Commission, Salem, Oregon—*

DEAR SIR:—Your communication of August 2d in regard to the employment of brakemen on passenger trains between Portland and Huntington, duly received. In this connection I desire to call the attention of the Board to the fact that all the passenger trains of the Union Pacific Railway Company are thoroughly equipped with automatic airbrakes; that such brakes are under the control of the engineer, and that by means of such brakes the trains are constantly being controlled at all times and places. As the result of this fact the brakemen upon the passenger trains of the company are brakemen simply in name and perform no duties in the way of stopping the train. Such brakemen are employed solely for the purpose of acting as flagmen and of assisting passengers on and off the cars of the company. On trains on the west-end division two brakemen are employed owing to the fact that trains are long and passenger business heavy. Such trains are divided at Pendleton, and as a result the trains become shorter and the passenger business lighter. On the trains, therefore, east of Pendleton, one brakeman can, with the assistance of the conductor, conveniently and properly assist passengers on and off the train. I trust, therefore, that before the Board takes any further action in the matter, you give the company an opportunity to lay before the Board these facts, and also to show the course and practice adopted by Eastern roads in regard to such matters.

I am, with great respect, very truly yours,

R. W. BAXTER,  
General Superintendent.



*Recommendations and Findings.*

## SUBS-WITCHES AT NEW ERA AND CANBY.

In making the inspection of the lines of the Southern Pacific in May, 1892, the Board found that the company employed stub-switches at New Era and Canby on its sidetracks where the same ended within a few feet of bridges across the Molalla river and Mill creek, which in the opinion of the Board was dangerous to the public. It was, therefore, recommended that split-switches be put in, in place of those in use. The company adopted the recommendation, as will appear by the following letter from the general manager:—

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON,  
PORTLAND, OREGON, June 13, 1892. }

*Honorable Board of Railroad Commissioners —*

GENTLEMEN: Referring again to your communication of May 27th, I beg to say that, in accordance with your suggestion, I have given orders to put in split-switches at New Era and Molalla (Gravel Pit, agreeing with you that it is most desirable that such places should be protected.

Respectfully yours,

R. KOEHLER,  
Manager.

## CATTLE-GUARDS.

The following complaint was filed against the Southern Pacific Company for neglect in respect to a cattle-guard, which at the time of making up this report had been referred to Manager Koehler and no answer received:—

SALEM, OREGON, November 11, 1892.

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: Your petitioner would represent that he resides in Marion county, Oregon, on the line of the Woodburn-Springfield Branch of the Southern Pacific Company's system of railroads at Eastside Junction; that he is a land-owner, and has farm lands at said station traversed by said company's railroad; that at the time the Oregonian Railway Company's (Limited) line was built and established through petitioner's lands, the said company caused two cattle-guards to be erected on the dividing line between petitioner's land and the land of Richard McMichals, at a point where said railroad and its switch track passes through said lands; that the Southern Pacific Company's lessor, the Oregon & California Railroad Company, by purchase, became the owner of the railroad aforesaid, and during the spring of 1892 widened the gauge and overhauled the track, and in so doing its agents and employes removed the said two cattle-guards and extended the said switch track into the lands of the petitioner, and so located the said cattle-guards as to place them sixty feet from the dividing line between petitioner and said lands belonging to Richard McMichals; that no connecting fence was built to connect said cattle-guards with the dividing line of fence of petitioner and said

*Recommendations and Findings.*

McMichals, but that the said dividing fence was left open so that the stock had and has free ingress and egress to and from the lands of petitioner, greatly to his damage; wherefore petitioner asks that said matter be investigated, and if found to be true as alleged in this petition, that a proper order may be made on the defendant company commanding it to put up and construct proper fencing between the said cattle-guards and petitioner's dividing line of fence hereinbefore mentioned.

(Signed)

J. F. ANDERSON.

“THE RAILWAY AGENTS' ASSOCIATION.”

RAILWAY AGENTS' ASSOCIATION, }  
SUNSET DIVISION. }  
ROSEBURG, OREGON, August 5, 1891. }

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: There exists at the present time on the North American continent, a fraternal and protective brotherhood, entitled “The Railway Agents Association,” whereof the total membership at this writing is 5,000.

The organization of this Order consists of many local divisions (or lodges) scattered throughout the United States, Canada, and Mexico, and of a grand division which has general jurisdiction over all.

Sunset Division exists within the State of Oregon and carries a membership of forty-five at the present time, comprising nearly all of the principal agents on the Southern Pacific Company's lines in the State; agents who have made railway station work their permanent occupation, and who intend to continue in that avocation during their business life; men who in addition to their long experience and thorough knowledge as railway operatives, justly rank as representative men in their communities, and who command the confidence and respect of all.

The aggregate standing, intelligence, and general worth of the members of this Order will rank with any class or profession.

The last regular assembly of Sunset Division was held at Roseburg, Oregon, July 19th, ultimo. The next meeting will convene at Albany, Oregon, October 18th, next. The executive board is in continuous session and consists of the following-named persons:

W. L. Jester, agent Southern Pacific Company, Albany, Oregon, President; E. C. Kane, agent Southern Pacific Company, Ashland, Oregon, First Vice-President; L. G. Adair, agent Southern Pacific Company, Eugene, Oregon, Second Vice-President; Geo. Estes, agent Southern Pacific Company, Roseburg, Oregon, Secretary; R. B. Houston, chief clerk Southern Pacific Company, Roseburg, Oregon, Treasurer.

It has come to the knowledge of the division that the Oregon Railroad Commissioners have submitted a schedule of freight rates to the Southern Pacific Company which will reduce the revenues from freights very greatly, and that the Commission requires an answer from the aforesaid company on or before the 10th inst.

In the present stage of development of this State, and considering that this company, so far as its Oregon lines are concerned, cannot pay operating and other necessary and legitimate expenses, Sunset Division is at a loss to understand what can be gained by confiscation of the said company's only available commodity, *i. e.*, transportation; and by attempting to deprive them of the vested rights of property.

*Recommendations and Findings.*

We cannot and do not believe that your honorable body, which is distinguished for its intelligence and justice, contemplates the building up of the interests of any class or people at the expense of the already sorely oppressed railways.

By order of the executive board of Sunset Division (for which I am but the mouthpiece), I am directed to take up this matter with you, and to make the preceding and following statements under our official seal, which is affixed below, and to inform you that we, in opening this question, are acting without request, consent, or knowledge of the Southern Pacific Company's managers; but, on the contrary, that our action springs from motives of self-interest; reading, as we do in any measure adverse to our employing company, a repetition of the commercial stagnation, depression in the labor fields and generally disastrous results attendant upon such moves made by the railroad commission of Iowa and by other commissions and legislative bodies.

We consider all such enforced reductions in this company's revenues as a direct menace to our personal interests and welfare, knowing well from our own experience and that of our co-laborers elsewhere, that if the resources of the corporation we serve are impaired, a portion of the evil effects will be retailed to us individually, involving the reduction of our ranks and the depreciation of our salaries, which are in many cases below the living point now.

We are wholly in the dark as to the nature of your proposed freight schedules; having derived our information as to your actions present and prospective almost entirely from the press; therefore, that we may not grope blindly, we respectfully request you to transmit us, at your earliest convenience, full copies of the tariffs you have compiled for the Southern Pacific Company and all information in regard to your intended recommendations. Should we find upon examination that your measures will reflect harmfully against the said company, we will at once prepare and send you a remonstrance which we will make as weighty as possible.

We request sufficient time in which to properly handle this subject before you demand answer from this company, and we urge your prompt consideration of this communication, which is simply prefatory to our further correspondence.

Confident of the desire of your honorable Board to effect the most benefit for the greatest number, I remain,

Your obedient servant,

GEO. ESTES,  
Secretary.

RAILWAY AGENTS ASSOCIATION, }  
SUNSET DIVISION,  
ROSEBURG, OREGON, August 12, 1891. }

*Honorable Board of Railroad Commissioners —*

GENTLEMEN: On August 5th I wrote you for information in regard to the reductions in freight rates your Commission intended to recommend to the Southern Pacific Company.

So far no answer has been received from you. Our executive board anxiously awaits your reply.

May we expect the desired information?

Yours truly,

GEO. ESTES,  
Secretary.

*Recommendations and Findings.*

OFFICE OF THE RAILROAD COMMISSION, }  
SALEM, OREGON, August 12, 1891.

*Mr. Geo. Estes, Secretary Sunset Div. Ry. Agents Association, Roseburg, Oregon —*

DEAR SIR: I am directed to acknowledge the receipt of your communication of the 5th current, and to inform you that this Board has passed on the matter of rates on the Southern Pacific Railroad Company's lines, and am instructed to forward you copies of the tariffs which are to take effect 1, 1891.

Yours truly,

FRANK J. MILLER,  
Clerk of the Board.

## A FRUIT-GROWER'S COMPLAINT.

GRANTS PASS, OREGON, August 8, 1891.

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: I desire to call your attention to the situation of the fruit and vegetable-growers of the Rogue River valley. The railroad company have increased their rate from \$56 per car to \$60. They also refuse to allow us to carry mixed car lots of fruits and vegetables, to be distributed at different points. This was allowed us heretofore. They now propose to allow us to ship mixed car lots at \$60, but will not allow us to distribute at different places. The object of this rule is to compel us to ship to commission men in Portland, and then reship over the road. This will drive us out of the markets, except through Portland commission houses. We beg you to fix your rate from Rogue river direct to Portland in straight or mixed carload lots at 20 cents per 100 pounds on fruits and vegetables, and for straight or mixed carload lots to be distributed from train by shippers at 25 cents per 100 pounds. If the railroad company insists on the present rate and rule, the Southern Oregon vegetable-growers will be driven out of the Oregon market entirely. Heretofore carloads were \$56 per car, straight or mixed lots, with a pass to shippers, so that they could look after their business, and distribute both fruits and vegetables from the car at any station on the line. We simply made a living then, but under present rules and rates we can not operate except at a loss. They have made their new rule and rate just as we are ready to ship our crops. If they desired to be fair, they should have informed us of this new rate and new rules before our crops were planted. The injustice is so plain and the rate we ask so high yet, that we feel assured of proper treatment at your hands. Oregon producers have a hard struggle with California competition, and this injustice heaped upon our producers this year will tend to destroy all enterprise in this direction. Please see that passes and same rule as to distribution that have heretofore been allowed us is maintained. Respectfully,

T. P. LEE.

## REGARDING CAR LOCKS.

SOUTHERN PACIFIC COMPANY, }  
MANAGER'S OFFICE, LINES IN OREGON.  
PORTLAND, Oregon, July 2d, 1892. }

*Hon. Board of Railroad Commissioners —*

GENTLEMEN: Some time ago a locksmith at Albany has been reported as manufacturing keys to fit our car locks. He stated that a lock had been

*List of Warrants.*

found and brought to him with request to make keys, and he seemed unwilling to discontinue. Quite recently it has been brought to my knowledge that a report reached our officials in San Francisco that another party at Albany was manufacturing keys from a sample furnished to him by unknown parties, the keys fitting our car locks. There is no law at present which would effectually prevent such pernicious practice, which can only be calculated to assist persons engaged in unlawful acts. What has been said above of car keys, applies equally to switch keys. I beg therefore to suggest for your consideration whether you could not recommend to the legislature the enactment of a law which would make this a punishable offense. I beg to suggest a draft of a bill for your consideration.

Respectfully yours,

R. KOEHLER.  
Manager.

(One enclosure)

**A Bill for an Act to Protect Common Carriers.**

*Be it enacted by the Legislative Assembly of the State of Oregon :*

Section 1. It shall be unlawful for any person, by himself or another, without the written order and consent of such common carrier, to make, simulate, imitate, sell, or dispose of any key belonging to or which might be used to open or unlock any switch lock, car lock or locks used upon or belonging to any switch or car of any kind, owned, controlled, or operated by any common carrier in this State.

Section 2. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by a fine of not less than one hundred dollars nor more than five hundred dollars, or by imprisonment in the county jail not less than thirty days or more than one year.

Section 3. Owing to the risks incident to the safe delivery of passengers and freight by common carriers, this act shall take effect and be in force from and after its approval by the governor.

**LIST OF WARRANTS**

Drawn by the Board of Railroad Commissioners during the years 1891 and 1892.

Date.	In whose favor.	Amount.
1891.		
Feb. 23	G. W. Colvig.....	\$ 347 21
23	Robert Clow.....	347 21
23	J. P. Faull.....	347 21
Mar. 5	G. A. Waggoner.....	338 88
31	G. W. Colvig.....	277 79
31	Robert Clow.....	277 79
31	A. N. Hamilton.....	277 79
31	F. J. Miller.....	161 12
May 4	F. J. Miller, telegrams, stationery, etc.....	12 20
5	Stubbs & Laurence, merchandise.....	8 75
5	Geo. W. McBride.....	8 75
June 30	G. W. Colvig.....	625 00
30	Robert Clow.....	625 00
30	A. N. Hamilton.....	625 00
30	F. J. Miller.....	500 00
Aug. 11	G. G. Wickson & Co., typewriter.....	95 00
11	F. J. Miller.....	5 40
11	Forbes & Breedon, office desk.....	45 00

*List of Warrants.*

## LIST OF WARRANTS.—CONCLUDED.

<i>Date.</i>	<i>In whose favor.</i>	<i>Amount.</i>
1891.		
Aug. 12	Kate M. Lemberger, services for	35 80
Sept. 30	G. W. Colvig	625 00
30	Robert Clow	625 00
30	A. N. Hamilton	625 00
30	F. J. Miller	500 00
Oct. 6	F. J. Miller, telegrams and stationery	9 05
Nov. 2	F. J. Miller, telegrams and express	8 90
21	H. J. Singleton, services for	57 00
Dec. 16	G. W. McBride	18 25
31	G. W. Colvig	625 00
31	Robert Clow	625 00
31	A. N. Hamilton	625 00
31	F. J. Miller	500 00
1892.		
Jan. 7	W. P. Williams, services for	105 00
7	F. J. Miller, telegrams	17 49
7	W. B. Sargent, services for	7 20
May 7	H. J. Singleton, services for	16 50
7	F. J. Miller, telegrams, stationery, etc.	32 90
Mar. 31	G. W. Colvig	625 00
31	Robert Clow	625 00
31	A. N. Hamilton	625 00
31	F. J. Miller	500 00
April 4	D. C. Sherman, services for	11 50
4	F. J. Miller, telegrams	3 15
May 6	W. P. Williams, services for	256 50
June 30	G. W. Colvig	625 00
30	Robert Clow	625 00
30	A. N. Hamilton	625 00
30	F. J. Miller	500 00
Aug. 1	P. F. Woodford, services for	22 00
1	F. J. Miller, telegrams	12 65
1	T. McF. Patton, stationery	2 85
Sept. 8	F. S. Dearborn, stationery	2 85
30	G. W. Colvig	625 00
30	Robert Clow	625 00
30	A. N. Hamilton	625 00
30	F. J. Miller	500 00
Nov. 21	F. J. Miller, telegrams	13 60
Dec. 6	Geo. W. McBride, stamps	\$ 81 25
31	G. W. Colvig	625 00
31	Robert Clow	625 00
31	A. N. Hamilton	625 00
31	F. J. Miller	500 00
31	Balance cash on hand	111 31
Total		\$ 20,000 00

Respectfully submitted.

G. W. COLVIG,  
Chairman,  
A. N. HAMILTON,  
ROBERT CLOW,  
Commissioners.

F. J. MILLER, Clerk.

